

Navy News

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**Royal
NAVY
1900**

**Eight-page
Millennium
special**



EDUCATION EXTRA INSIDE

Endurance has rare Christmas at home

ICE patrol ship HMS Endurance conducts full-power trials off the Isle of Wight after emerging from an extensive refit.

The work delayed her autumn departure for the Antarctic where normally she spends the polar summer conducting surveys and research.

She will now depart from her home base of Portsmouth early in January, giving her ship's company a rare spell at home for Christmas and the New Year.

NOW IT WILL BE PAY 2001



New system of job weighting delayed a year

THE BIGGEST shake-up in Armed Forces pay for almost 30 years has had to be postponed for 12 months due to complexities in implementing a new computerised system for all three Services.

When the new plan – Pay 2000 – was announced a year ago, it was expected to be up and running from April 1 this year. Now it will not be brought in until April 1 next year.

A spokesman for Director Naval Service Conditions told *Navy News*: "The delay is disappointing, not least because many people have high expectations of Pay 2000, but the Armed Forces need to ensure that all personnel will be paid accurately and on time."

He said the postponement had nothing to do with the so-called Millennium Bug. It had been decided that the only way to ensure full confidence in the new system and its delivery was to allow a further 12 months for testing.

"It is very important that the delivery of individuals' pay is not put at risk and we cannot afford to get things wrong."

In the meantime the present pay system will be operated, with the Armed Forces Pay Review Body making their recommendations for this year's April pay award in exactly the same way as before.

Details of Pay 2000 were announced by *Navy News* a year ago, including introduction of job evaluation which is intended to link skills and pay more closely.

Although the plans have not been welcomed universally throughout the Services, they are intended to provide greater fairness and flexibility and to weigh-up job values in terms of knowledge, experience, complexity, use of resources and

■ Turn to back page

Top sculptor on line to honour Enigma sailor

A NAVAL rating who died while recovering vital Enigma codes from a sinking U-boat could be commemorated by a work produced by one of the world's most famous living sculptors.

AB Colin Grazier, who was awarded a posthumous George Cross for his gallantry in 1942, will be the main subject of the memorial in his home town of Tamworth. It is hoped that the creator of the Queen's Jubilee Fountain, Walenty Pytel, can be com-

missioned for the work.

Leading the campaign to erect the memorial is the town's newspaper, the *Tamworth Herald*, assisted by others including *Navy News*. So far, £8,000 has been raised, and the appeal has attracted international interest.

Mr Pytel has submitted five sketches, one of which has been chosen by the Colin Grazier Memorial Committee. It is planned that the work will take the form of a water fountain and will commemorate the

two other people who, with Grazier, boarded the U-boat from the destroyer HMS Petard.

They were Lt Antony Fasson, who died with Grazier, and Naafi canteen assistant Tommy Brown, who was killed in bombing later in the war.

The *Herald* is also campaigning to persuade the Imperial War Museum to mount a permanent display to reflect the three men's enormous contribution to victory in World War II.

Phil Shanahan, Deputy Editor of

the *Herald*, and chairman of the Colin Grazier Memorial Committee, said it was estimated that recovery of the Enigma codes saved 500,000 tons of shipping during the first few months of 1943 alone – and that it led that year to the turn of the tide in the Battle of the Atlantic without which D-Day may have been postponed as long as two years.

Mr Shanahan said: "I have emphasised all the above points to the museum and told them I will keep banging the drum for these men as

they have constantly been deprived of the recognition they so obviously deserve.

"They are without doubt among the most important war heroes ever, but sadly also the most unsung."

Those wishing to contribute to the Tamworth memorial appeal should make cheques payable to The Colin Grazier Memorial Fund, and address them to The Colin Grazier Memorial Appeal, Ventura Park Road, Bitterscote, Tamworth, Staffs., B78 3LZ.

FRENCH WARSHIP TO JOIN UK WORLD TRIP

Birmingham to get Defence Medical Centre

FRANCE'S newest warship will join a Royal Navy world deployment this year in what is believed to be an unprecedented move.

The newly commissioned stealth frigate Aconit will be included in a group of Royal Navy frigates and destroyers due to leave UK in the spring.

Announcement of the plan follows the annual report to Ministers covering Franco-British naval co-operation. It was signed in Paris by the First Sea Lord, Admiral Sir Michael Boyce, and his French counterpart, Admiral Jean-Luc Delaunay, immediately before the Heads of State Summit on November 25.

The report reflected levels of peacetime co-operation that had never before been experienced between Western Europe's two largest navies.

Last year was marked by the integration of the Type 23 frigates HM ships Somerset and Grafton into the French carrier task group during FS Foch's strike operations in the Kosovo campaign.

This year will see continued activity by the 20 working groups under the auspices of the bilateral agreement signed at St Malo in 1998.

And on the same day as the summit, Defence Secretary Geoff Hoon signed a logistics agreement with his French counterpart, Alain Richard. The pact allows both countries to share vital resources.

Mr Hoon said: "Using each other's strategic air, sea and land transport assets means getting into a crisis quicker. Sharing our fuel and food gives us greater staying power."

We did not need Cold War armies, but flexible, efficient and effective forces to meet tomorrow's challenges.

"Our defence capabilities should match our size and economic weight, not lag behind," he said. The new agreement pioneered a more streamlined European pillar of NATO.

"The total defence budget of Europe is estimated at over £100 billion. With more effective armed forces, European nations would be able to make a more substantial contribution."

845 SQUADRON'S ROUND-THE-CLOCK COVER IN BOSNIA



● Aircrew and maintainers of 845 Squadron with one of the winter camouflaged Sea King helicopters they are using in Bosnia

THIRTY-FIVE members of 845 Naval Air Squadron were providing round-the-clock helicopter support to the British-led Multi-National Division in Bosnia at Christmas.

The squadron, the longest-serving of any nation's unit deployed to the Balkans, has two Sea King Mk 4 helicopters – one based at Split in Croatia and the other at the Multi-National Hospital at Sipovo, central Bosnia.

The winter has closed in on isolated Sipovo, presenting testing flying conditions. Fresh snowfalls have closed many roads, making the squadron's task even more valuable.

One of the pilots, Lt Adam Jones, said: "Due to the weather – mainly snow and low cloud – we have to do a lot of low flying. Most of the time we can't fly on direct routes, so it takes a lot of time to get to

Christmas Day in the front line

places just around the corner."

Primary tasks for the unit are providing a stand-by aircraft which can deploy to any part of Bosnia within 45 minutes to lift medical or explosive disposal teams to the scene of an emergency, and to

evacuate any casualties.

For squadron members, the routine on Christmas Day was to be just like any other – except that ratings were to be served lunch by the officers and that phonecalls were being made to loved ones at home.

The Squadron, currently under the command of Lt Cdr David Key, has provided a continuous supply of personnel for its Bosnia deployment for seven years, and now has some of the most operationally experienced aircrew who have flown hundreds of sorties in all conditions.

LAEM Nathan Rusden said: "I think we are very much a 'can do' squadron. We get the job done, and I think that the Army and RAF appreciate that – that's probably why we're the longest serving unit in Bosnia."

Princess to attend sea conference

NAVAL strategic and defence issues will be prominent in a three-day conference entitled *Seapower at the Millennium* to be held at Portsmouth Guildhall on January 12-14.

The conference will be introduced by the First Sea Lord, Admiral Sir Michael Boyce, and the speakers will include Rear Admiral Jonathon Band, broadcaster and journalist Libby Purves, and the former Editor of *Lloyd's*

List, Michael Grey.

The keynote address will be given by the Deputy Prime Minister, John Prescott, and the first day's events will be attended by the Princess Royal.

Full, academic and student conference fees are respectively £190, £100 and £40. Those wishing to attend should contact the Conference Secretary, The RN Museum, HM Naval Base (PP66), Portsmouth, PO1 3NH (tel. 2392 727569).

Tickets on sale for 'spectacular' tattoo

TICKETS for the Royal Military Tattoo 2000 are now on sale, and Defence Secretary Geoff Hoon predicts that it will be a "truly spectacular showcase" for the men and women of the Armed Forces.

Announcing the launch of the ticket office for 'RMT 2000', Mr Hoon said the tattoo, the Ministry of Defence's celebratory event for the Millennium, will reflect the role of the Services. "I am sure that this unique event will be popular with the British public," he said.

The two-hour show, seen as replacing the Royal Tournament, will look at key events in Britain's military history and provide a glimpse into the future.

Six performances will be held in Horse Guards Parade, London from July 10-15. They will include imaginative staging, state-of-the-art technology, pageantry, son-et-lumiere, lasers, fireworks and the world's largest mobile video screen. The Queen has been invited to take the salute at one of the performances.

The tattoo will involve hundreds of Service people and is planned as a fast-moving, non-stop show including freefall parachutists from the Navy and Royal Marines, the Parachute Regiment and the RAF Falcons.

The Red Arrows aerobatic team and Navy aircraft will take part in each performance, and for the first time the King's Troop, Royal Horse Artillery, will perform their musical drive on

Horse Guards Parade. Bands will include those of the Royal Marines.

Ticket prices range from £20 to £50, with concessions for Service people and their families at the preview evening on July 9. Tickets for that will be £6 and £10 and will be available from March 1.

The three Service charities benefiting from the proceeds includes King George's Fund for Sailors.

Tickets can be ordered on 0870 241 0301 and other information is available on 09068 122953 (website – www.rmt2000.mod.uk, and e-mail – enquiries@rmt2000.mod.uk).

Old buildings at Daedalus may be listed

BUILDINGS at the former RN air station HMS Daedalus may be listed as a result of a national study by English Heritage.

Recommendations for listing are expected this year and proposals to list the Daedalus buildings at Lee-on-Solent are being backed by Hampshire County Council's defence heritage and tourism panel.

The site is seen as the most complete historic seaplane base left in Britain.

NOW IT'S JUST 12 MONTHS' NOTICE FOR ALL

NOTICE to leave the Navy has been slashed to 12 months – and it's the same for officers and ratings alike.

Wettern Awards

OUTSTANDING work in furthering the image of the Navy in the Gulf and the Adriatic has won HMS Invincible the Desmond Wettern Fleet Award.

Rear Admiral Ian Forbes presented the Award – a crystal decanter mounted on a plinth of oak from Nelson's flagship HMS Victory – to the carrier's commanding officer, Capt R. A. I. McLean.

The citation read: "The ship's participation in media facilities during her Gulf deployment, handling incessant media demands and offering windows of opportunity, was followed by a high profile during NATO's Kosovo campaign. The heavy demands on her public relations staff were met in a sleek, proactive and highly professional manner."

Close runners-up were the submarine HMS Splendid for her cruise missile footage and HMS Ocean and Sheffield with 45 Cdo RM for their work in Honduras and Nicaragua following Hurricane Mitch).

Earlier, the complimentary Desmond Wettern Maritime Media Award was made to broadcaster and novelist Libby Purves.

See Newsview, page 16

The new notice period is said to be the minimum needed to maintain operational capability and meet the requirements of the Royal Navy and the aspirations of individuals. (See centre pages).

It means a reduction of six months for ratings and three months for officers. Originally sailors had to give 18 months notice before they could leave the Navy and officers 15 months.

In announcing the change, Armed Forces Minister John Spellar said: "A common notice period of 12 months will be offered for officers, RN ratings and RM Other Ranks who wish to leave the Naval Service from June 1, 2000. This will represent a significant improvement to the terms of service of personnel in the Naval Service."

"Officers, RN Ratings and RM Other Ranks who submit notice applications on or before May 31, 2000 will remain subject to existing notice periods. However, personnel may apply on an individual basis for these to be adjusted so that no more than 12 months are served from June 1, 2000."

The change follows the recommendations arising from a comprehensive internal review of notice waiting periods conducted over the past year. This found that, while wishing to serve in the Royal Navy, many wished for greater flexibility when it came to deciding when to leave and pursue a second career.

Under current regulations officers serve under the Royal Prerogative and have no automatic right to voluntary retirement. Assuming no outstanding return of service (ROS) commitment, they can expect to wait 9-15 months to leave the Service.

However, the time scale is only a

guideline and the period can be shorter or longer depending upon the exigencies of the Service and the need to minimise appointing turbulence.

Regulations relating to Premature Voluntary Release requests by Ratings/Other Ranks are derived from secondary legislation. Assuming no outstanding ROS commitment, those serving on an Open Engagement or Second Open Engagement are required to give 18 months' notice.

Those serving on the Open Engagement have to complete a minimum of four years' service on the trained strength. Enshrined in secondary legislation, this period comprises two and a half years' service, following completion of an individual's standard initial training period or age 18 (whichever is later), after which 18 months' notice may be submitted.

As a consequence of this change, the minimum period of service following completion of initial training will be reduced from four years to three and a half from June 1.

Highly esteemed

TWO of Portsmouth's historic ships, HMS Victory and the Mary Rose, are on a shortlist of five of the nation's favourite historic artefacts of the past 1,000 years.

The others are the Crown Jewels, Magna Carta and the Domesday Book, chosen following a poll among readers of *The Times*.

Said a spokesman for Flagship Portsmouth: "It is wonderful that two warships that symbolise the heritage of the Royal Navy are held in such high esteem."

Final decision is expected next month.



Merlin waves its magic wand

THE NEW Merlin helicopter came a step nearer to entry into full operational service with the successful testing of its revolutionary active dipping sonar (ADS) system.

In trials on a DERA site in the Outer Hebrides, the Merlin Mk 1 proved once again its awesome ability to detect, locate and track submarines. Said Lockheed Martin Test Director Joe Harland: "With the Merlin system, the Royal Navy will have the best anti-submarine warfare capability in the world."

Par populaire demande, le retour de –

JACK ET JACQUES

Après les Vacances

(Au pad de Jacques, Montmartre, Paris)

'Bonjour, Jack! Avez vous enjoyed vos vacances en la belle France?'

'Non, Jacques, mon vieux mucker. Pas du tout.'

'Oh! Quel dommage, Jack! Pourquoi pas?'

'C'était un dead loss, Jacques. Je vais à Cherbourg dans mon ex-Govt surplus Tilly de Pusser, comme d'habitude, pour acheter un van-load de cheap Christmas bière et de plonk ordinaire – et je trouve que je suis up against une grande pile de merde.'

'Une pile de merde? Ah, oui! Nos règles bureaucratiques! Elles sont vraiment une douleur dans la derrière, Jack. Je sympathise.'

'Non! C'était une vraie pile de merde, Jacques. Dans la rue. En feu. Avec un mob de fermiers Français, qui dites: "A bas les Anglais!"'

'Ah, je comprends! C'était la Guerre de Boeuf, Jack!'

'La Guerre de Boeuf? Qu'est-ce que c'est, la Guerre de Boeuf?'

'Et bien, Jack – notre Gouvernement a dit que vos vaches, elles sont toujours folles.'

'Folles?'

'Crazy. Out to déjeuner. Un sandwich short d'un pique-nique. Le BSE et tout ça.'

'Mmm... So much pour notre entente cordiale then, eh?'

'Peut-être, Jack... Mais nous sommes anyway les amis, vous et moi, n'est-ce pas?'

'Absolument, Jacques! Qu'est-ce que c'est pour dîner?'

'Le coq au vin, washed down par une bouteille de plonk rouge. Et après, un slab de runny camembert.'

'Magnifique!'

'Eh? Vous commencez à apprécier la propre cuisine, Jack?'

'Oui, c'est vrai, Jacques. J'aime beaucoup la cuddly blonde bird dans "Ready Steady Cook"... Er, un moment – le coq, c'est guaranteed libre from salmonella?'

'Je n'ai aucune idée, Jack.'

'Et le vin – tres ordinaire?'

'Quatre out of cinq bouteilles, elles sont en peu dodgy, je crois.'

'Et le fromage – c'est pasteurisé?'

'Peut-être or peut-être pas, Jack. Mais il a le pong d'une paire de vos vieilles socks, que je remember so well.'

'Ça will do moi très bien, Jacques! D'accord – pour déjeuner, nous allons à MacDonalds, eh? En France, nous avons 762 branches to choose from...'

WHAT has happened to the Jack et Jacques bit in *Navy News*? I have greatly missed it as it was very funny. I know we're in the middle of a "beef war", but can we have it back please? – Mrs J. E. Elks, Burton-on-Trent.

SHAME on you! No Jack et Jacques in the latest issue. Any chance of producing a collection of the series? – Cdr A. J. Castle, Pershore

BEING a reader for many years of the *Navy News* – please what has happened to Jack et Jacques? They are really missed so please may they be reinstated? – Mrs R. E. Cooper, Waterlooville, Hants.

I ENJOY Jack et Jacques. Very funny good job! Et hurrah for the "Cordiale Entente"! Please charge my Visa card for three years subscription. – Jean Michel Moruan, Tremeur, France.

THE NUCLEAR-powered submarine HMS Trenchant arrives on the Forth for a routine visit to Rosyth Royal Dockyard – the Forth Rail Bridge bearing a countdown to Hogmanay Millennium-style!

Countdown on the Forth



Illustrations par Tuss.



Shetland joins festival fun

HMS SHETLAND has been invited to join the celebrations during Lerwick's annual 'Up Helly Aa' festival.

The offshore patrol vessel will be taking a short break from her fishery protection duties to berth there from January 24 to 26.

The festival celebrates the re-birth of the sun and comes only a few months after HMS Shetland stood by off Falmouth to support the hundreds of small vessels which sailed from Cornwall for last August's total eclipse of the sun.

Visit went with a bang!

MARINERS visiting the remote volcanic island of Tristan Da Cunha will be safer after its harbour was widened with the help of HMS Somerset.

The frigate embarked two demolition experts, RAF Flt Lt Paul Carrier and the Army's Cpl Gordon Molyneux, before sailing for the South Atlantic island.

When they arrived the ship's Lynx Flight helped them to place explosives on rocks surrounding the harbour where they were detonated to make a new, safer harbour.

Before leaving, the ship further endeared herself to the islanders by providing a welcome boost to their Christmas diet with a donation of fresh fruit.

Somerset, commanded by Cdr The Hon Michael Cochrane, is on a six-month deployment as Atlantic Guardship South which has included visits to Casablanca, Sierra Leone and Rio de Janeiro.

After a six-week patrol of the Falkland Islands the ship will be calling at Cape Town for Christmas and the Millennium.

● **CHRISTMAS CHEER:** Sailors from HMS Somerset (below) hand over some of the fresh fruit which the ship brought to Tristan da Cunha.



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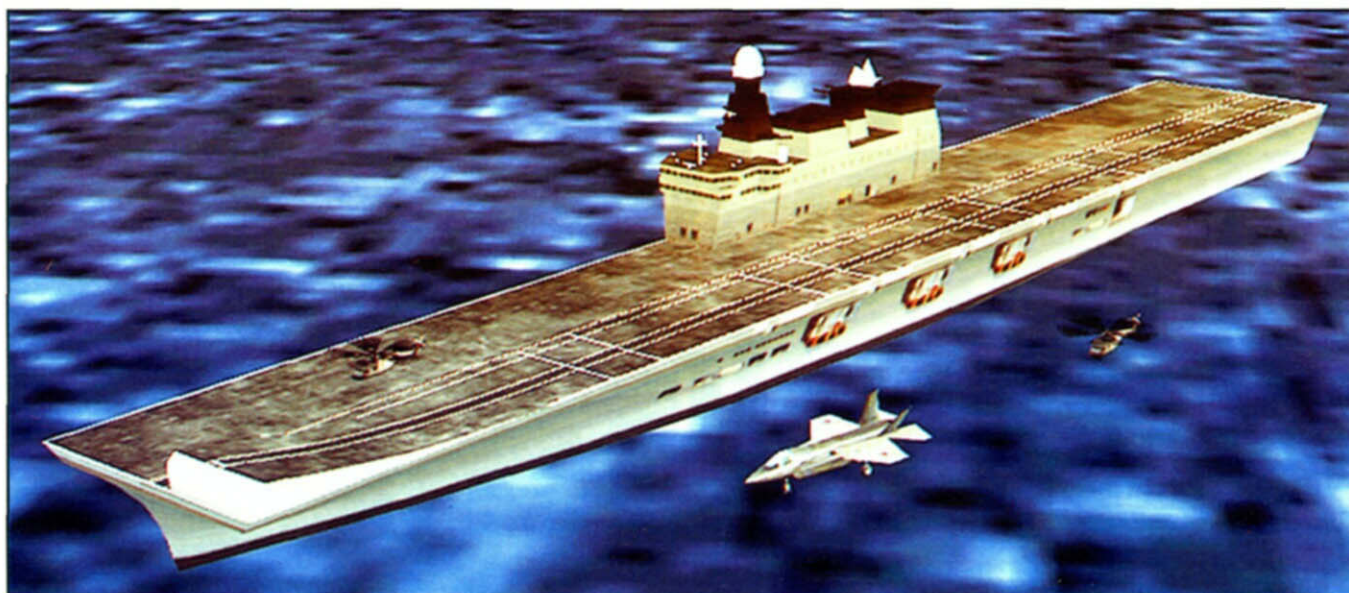
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● **FUTURE CARRIER:** A simulation of the new class of carrier which is due to enter service with the Royal Navy in 2012.

Deals secure Fleet's future

TWO MAJOR contracts signed by the Ministry of Defence will help to provide the Navy with the warships it needs for the new century.

The deals bring the Navy's two new aircraft carriers a step nearer reality and have confirmed the prime contractor for a new generation of destroyers.

Rival consortia led by British Aerospace Land and Sea Systems and Thompson CSF NCS have been awarded contracts to assess options for the two future aircraft carriers which were promised to the Royal Navy in the Government's Strategic Defence Review.

The agreement is the first step in the £2.2 billion programme which will see the replacement of the three existing Invincible-class carriers with two 40,000-tonne vessels which are due to enter service in 2012 and 2015.

A second major deal saw Marconi Electronic Systems confirmed as the prime contractor for new Type 45 destroyers which will replace the Navy's fleet of Type 42s. It gives the company the green light to begin its forward studies programme.

Announcing the contracts, worth an estimated £100 million, Defence Procurement Minister Baroness Symons said: "The contracts we have signed today chart the way ahead for two programmes which are of huge significance to the Royal Navy's capability to respond flexibly to the challenges we will face in the 21st century, and which underpin the plans for a new Navy which we laid out in last year's Strategic Defence Review..."

"The new carriers... are likely to be the biggest warships ever built in Britain and will be around twice the size of the Invincible-class. They will be designed to carry new and powerful fighter-bombers in enough strength to have a decisive impact on the outcome of the battle on land."

"The Type 45, due to enter Service in 2007, will be a world leader among air defence warships. It will have the capability to protect itself and other ships from the most sophisticated sea-skimming and diving, super-sonic and stealthy anti-ship missiles, and it will be able to stand inshore to protect British Forces engaged in the land battle from air attack."

The contracts are in addition to the new nuclear-powered submarines, frigates, mine warfare vessels, assault ships and support ships which are already under construction in the UK.

Submarine School bids farewell to HMS Dolphin

THE ROYAL Navy Submarine School has left HMS Dolphin after almost 80 years at the Gosport establishment.

And when the final ceremonial divisions were held, the entire school marked the occasion by forming up in the shape of a submarine.

The establishment itself is now known as the Tri-Service Fort Blockhouse and the School has moved to HMS Raleigh in Plymouth.

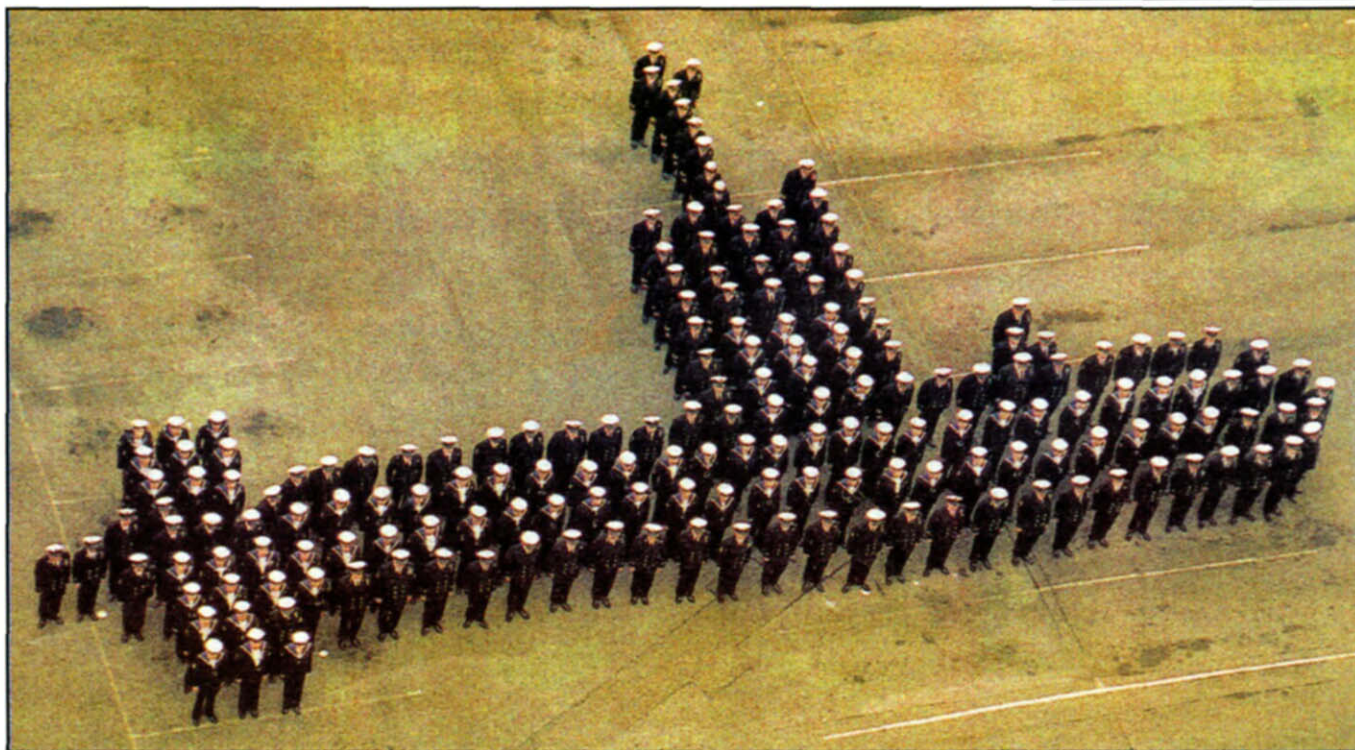
But the Submarine Service will always have a soft spot for Gosport, as the School's Commanding Officer Cdr Geoff Thomas said on the day: "We have had a long association with

Gosport and there is a feeling of sadness at our leaving."

"But the move to Raleigh is the start of a new era with associated challenges to which I am greatly looking forward."

When 38 members of the submarine medical branch celebrated a reunion dinner at Clyde Naval Base there were over 500 years of submarine experience on parade!

The dinner, in the WO & SR's Mess, was attended by both past and present members, from the first CPO MA of the first nuclear submarine, HMS Dreadnought, to the CPO MA of the Navy's newest submarine, HMS Vengeance.



● **FINAL DIVISIONS:** Members of the RN Submarine School at the former HMS Dolphin pay tribute to the Gosport site before moving to their new home at HMS Raleigh in Plymouth.

In brief

World-wide bird count

NAVY personnel are being invited to take part in a world-wide Millennium bird count.

As those serving in ships often reach remote corners of the world from where there is a dearth of information, Naval people are being seen as ideal participants in the scheme.

The project encourages ships and other units, as well as those on adventurous training exercise, to get involved as environmental observers.

UK-based personnel are also being encouraged to monitor Ministry of Defence land to count over 25 priority species, including song thrushes, larks and warblers.

Scheme sponsor for the RN is Lt Cdr Gary Lewis on MOD Bath military ext 67071.

Savings on ships visits

VISITS to overseas ports will cost the Royal Navy less with the signing of a world-wide agreement between the MOD and Inchcape Shipping Services.

The new deal on port agency services for RN warships and auxiliaries offers better value for money, with the contractor negotiating savings through greater economies of scale and competition.

The arrangement also establishes tighter budgetary control and relieves Defence Attaches of much of the administrative load for ship visits.

Attaches will still take the lead for protocol and representational tasks, and in some cases reciprocal understandings between navies mean arrangements will be unchanged. For details, see General DCI 273/99.

London Boat Show dates

THIS YEAR'S London Boat Show is being billed as unmissable with over 1,000 craft on show, the world's largest chandlery mall, live music, lectures and seminars.

Visitors can also experience life in the Navy at the RN's multi-media exhibition, and you can also visit us at the Navy News stand!

The event will be staged at Earls Court from January 7 to 16. For advance tickets (£9 for adults £2 for children) call 0121 767 4600.



● Last of the line – HMS Vengeance, seen here flying the Red Duster, is the fourth and final Vanguard-class submarine.

Facts and figures

Class: Vanguard-class strategic missile nuclear submarine
Pennant number: S31
Builder: VSEL, Barrow
Ordered: July 1992
Keel laid: February 1, 1993
Rolled out: September 19, 1998
Commissioned: November 27, 1999
Displacement: 16,000 tonnes (dived)
Length: 149.5 metres
Beam: 13.2 metres
Draught: 12 metres
Speed: 25 knots (approx) dived
Complement: 205 (single crew)
Main machinery: One Rolls Royce pressurised water reactor 2; two GEC main turbines, one shaft driving pump jet propulsor; one emergency propulsion motor
Power generation: Two GEC steam turbine generators; one 850kW AC diesel and one 750kW DC diesel generator
Weapons: Up to 16 Lockheed Trident II D5 ballistic missiles; four 533mm torpedo tubes; Marconi Spearfish wire-guided torpedoes
Sonar: Thomson-Marconi Type 2054 composite, multi-frequency hull-mounted sonar suite with integral towed array; additional sonars for navigation, environmental analysis and underwater communications
Combat data system: BAe SEMA Submarine Command System with integrated Tactical Fire Control
Radar: Navigation – Kelvin Hughes Type 1007, 1 Band
Above water sensors: Two tactical masts/periscopes incorporating optical, low-light TV and thermal imaging; one attack periscope; Racal UAP3 passive ESM intercept system
Countermeasures: Expendable multi-frequency anti-torpedo and platform jammers
Sponsor: Lady Sandra Robertson, wife of the Secretary General to NATO, Lord Robertson of Port Ellen
Motto: Safe by my strength

BATTLE HONOURS

Quiberon Bay	1759
Martinique	1794
St Lucia	1796
Crimea	1854
Dardanelles	1915

History repeats – 100 years on

THE COMMISSIONING of the Royal Navy's fourth and final Vanguard-class submarine at the end of November brought with it the echo of another powerful warship from exactly 100 years ago.

The Canopus-class battleship HMS Vengeance – the first ship launched at the Barrow yard after the Vickers family had taken it over – was commissioned in 1899, and was an advanced ship for her time.

Now it is the turn of the final submarine to commission in the 20th century – the century that saw the birth of the RN Submarine Service – to push back boundaries.

Cutting-edge technology is what makes the current, eighth, Vengeance one of the Navy's capital ships of today.

Part of the UK's four-strong strategic nuclear deterrent force, Vengeance underwent extensive sea trials and testing before her commissioning.

But she has more trials to conduct over the coming weeks – testing the boat herself, her systems and the ship's company.

This all culminates in her final hurdle, the Demonstration and Shakedown Operation (DASO), which is conducted in conjunction with the US Navy off Florida.

DASO is rounded off when the Trident missile system is proved by the firing of an inert missile, after which the submarine will become fully operational.

Vengeance is the most advanced warship built in the UK, incorporating technology equal to that used in the Space Shuttle, the stealth fighter and the most mod-

ern nuclear power stations.

Based with the First Submarine Squadron at Faslane in Scotland, Vengeance's role, like that of her sisters, is to silently patrol the oceans, maintaining the nation's independent nuclear deterrent.

Her motto – *Safe by my strength* – is as new as the boat.

The submarine's 1899 predecessor was affectionately christened *The Lord's Own* by the workforce, from the quotations "Vengeance is mine, saith the Lord", and this was taken up by the ship's company

and the Royal Navy.

But this was abandoned in 1944 when the Chaplain of the Home Fleet noted that it might be indecorous for a ship commissioned in wartime.

But the new motto, *I strike, I cover*, though ideal for a wartime aircraft carrier, was in turn regarded as inappropriate for a nuclear submarine responsible for maintaining peace, hence the third version which has been adopted by the current HMS Vengeance.

Ships shared name at the same time

There have been seven ships named HMS Vengeance over the years, none of which was a submarine.

The first was a frigate captured by HMS Hussar from the French in 1758.

She was used against her old masters as part of Hawke's fleet which foiled a planned invasion of Ireland at the battle of Quiberon Bay in 1759.

The second Vengeance was a 74-gun ship which saw good service in the Caribbean before being broken up in 1816.

Confusion reigned at this point – the third and fourth Vengeances (a Dutch hoy used as a tender and another French capture, a 50-gun vessel) were around at the same time as the second, but by

the time of the fifth, a 2nd Rate 84-gun ship, there was just the single bearer again.

The sixth Vengeance was the Canopus-class battleship commissioned at Barrow exactly 100 years before the submarine, which saw service in the Mediterranean and was a flagship at the Dardanelles in 1915.

Vengeance number six is still around. She was a Colossus-class light Fleet carrier which saw service at the end of the war, witnessing the surrender of Hong Kong in September 1945.

After serving with the Royal Australian Navy she was bought by the Brazilians in 1956 and recommissioned in 1960 as Minas Gerais, and remains in service today.

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£5,000	Monthly	£480.90	£189.39	£111.42	11.4%
	Total	£5,770.80	£6,818.04	£9,359.28	
£1,000	Monthly	£97.80	£39.63	£24.50	14.9%
	Total	£1,173.60	£1,426.68	£2,058.00	

Without Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		1 year	3 years	7 years	FIXED APR
£10,000	Monthly	£881.29	£324.62	£168.08	10.9%
	Total	£10,575.48	£11,686.32	£14,118.72	
£5,000	Monthly	£445.89	£167.61	£89.95	13.4%
	Total	£5,350.68	£6,033.96	£7,555.80	
£1,000	Monthly	£90.65	£35.03	£19.70	16.9%
	Total	£1,087.80	£1,261.08	£1,654.80	

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JACK

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IT WAS TOO
COLD!! — YOUR BIG
TROUBLE OPPO IS —
YOU'RE NEVER
SATISFIED!

YES I
AM.

OH YEH!
— 'AN
WHEN WAS
THAT?

YESTERDAY.....

... WHEN YOU FELL
OFF THE BROW



Touching on Nelson

YOU HAD an interesting article by Cdr Bruce Nichols about Nelson's famous signal at Trafalgar (October issue).

It would have been even more interesting if it had explained that only a few years before, Nelson would have had to communicate by having his message rowed round the Fleet!

There were only very limited flag signals, until a system was perfected by Rear Admiral Sir Home Popham. This enabled Nelson to stay over the horizon before Trafalgar, and yet know from his frigates patrolling the coast of Spain when the Spanish Fleet was assembling.

Popham spent 14 years perfecting his code, during which time he sailed to Russia and was friendly with the Czar, getting him to support Britain. On an assault on France through the Netherlands he was virtually the first combined operations commander — and in the Franco-Spanish war he helped the Spanish guerrillas by making assaults on Northern Spanish ports.

At the opening of the new Victory Gallery at the Royal Naval Museum, Portsmouth, an oil portrait of Popham was displayed for the first time. It had been purchased in England by an American, thinking it was of his father, Admiral Brown, instead of which it was painted by Mather Brown and was of Popham as a captain.

Hugh Popham, who spent four years in original research before publishing the only biography of the Admiral, discovered this and managed to buy it back. — **Mary Popham**

THE article on page three of October's *Navy News* states that the Nelson memorial on Portsdown Hill is the oldest to commemorate him. There is a 144ft memorial on Glasgow Green built by public subscription in 1806, which Glasgow claims to be the earliest erected to his memory. — **A. Thomas, Motherwell.**

RN Museum Curator Colin White confirms the Glasgow memorial's foundation stone was laid on the anniversary of the Battle of the Nile, August 1, 1806, while the Portsdown monument's stone was laid on July 4, 1807.

Keen record of brotherly soccer team

HARRY Swift from Hull was wondering if anyone anywhere had four brothers serving in the Royal Navy (October issue).

Well, I married a girl who had four brothers in the Navy, five in the Army and one in the RAF. My wife was a nurse.

Being the youngest in the family, she joined to keep pace with her brothers, all eleven serving in World War II. I myself was in the Navy, so I made up the football team. Their name was Keens, all born in Hampshire and of the eleven, five are now dead, but the eldest brother David is now in his nineties. He was a prisoner of war for five years.

Of the six remaining, one has celebrated their diamond wedding and the rest of us have all celebrated our golden weddings.

If they had been an American family, they would have had a film made about them. — **J. Worthington, Fleetwood, Lancs.**

Nuclear reaction

WITH the advent of the nuclear aircraft carrier and submarine, could you inform me what are the contingency plans in the event of a sinking, regarding the nuclear core?

Does it remain active on the sea bed or does it automatically seal itself?

We have been pondering this eventuality for a long time, and would appreciate it if you could throw some light on the subject. — **J. J. Griffiths, Kingsholm, Gloucester.**

Flag Officer Submarines replies:

The RN doesn't have any nuclear-powered aircraft carriers but does operate nuclear-powered submarines. In accordance with UK statutory requirements and the recommendations of the International Commission on Radiological Protection, it is Ministry of Defence policy to have in place detailed reactor accident contingency plans.

These cover sunken nuclear submarines that have suffered a nuclear accident. Unfortunately I am unable to go into any details, but as I am sure you can understand, the exact response will vary considerably with the circumstances pertaining at the time.

The nuclear safety of Naval reactors is given the highest priority and their design operation and maintenance is authorised by

the Defence Secretary through approved Naval Regulations. The reactor incorporates a number of mechanisms to ensure the safety of the reactor and the containment of the active fission products in the event of a submarine sinking. The likelihood of a reactor accident is extremely remote.

Letters puzzler

AS ONE who left the Andrew about half a century ago, I am bemused by most of the acronyms for the current rates and trades. Could you print a reference sheet sometime? — **M. H. Evans, Cambridge.**

We have had a number of identical requests lately, and plan to oblige in a future edition. — **Ed.**

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Cavalier treatment: the debate continues

REFERENCE "Cavalier row" (November issue), it must be made very clear that we are not against the Three Ship Exhibit in principle, and realise the necessity of Chatham Historical Dockyard being profitable.

Nor are we against a World War II enactment, or the need to cater for families, provided that this is done in an area remote from Cavalier and does no damage to the image of the Dockyard as an historical institution.

What we ARE against is the display of Cavalier in a manner not in accordance with one of the stated objects of its preservation, ie to provide a fitting live, living and working memorial in a reverential setting for the thousands of destroyer men who made the ultimate sacrifice during World War II.

We are also against such projects as converting the Harbour Master's House into a pub and cafe, turning the Commissioner's House into a 12 bedroom hotel and the Sail Loft into 32 flats.

The project of closing the Ropery is also, in our view, not an appropriate scheme. Making a fast buck is all very well, and we are fully aware, of course, of the financial problems that all museums and historic sites face nowadays, but this sort of thing is comparable with selling HMS Victory for firewood, or demolishing Nelson's Column as rubble for motorway foundations.

Many others besides myself are convinced that if those who contributed nearly £70,000 to the Cavalier preservation fund thought that this sort of thing was going to happen, they would have kept their hands in their pockets.

I repeat that HMS Cavalier (Chatham) Trust stated quite clearly to the Charity Commissioners some nine months ago that the ship was to be preserved as a memorial to the destroyer men who died in World War II. If this is their idea of an appropriate memorial, to leave it as an incorrectly-painted hulk to be used merely as a background for some sorts of Disneyland-like capers, then I fear for the future of all Service memorials.

There are surely SOME things which must remain undefiled by property speculators and accountants. — **S. C. Anning, Plymouth.**

I WAS appalled to read in the November issue that Mr S. C. Anning had lost his status as "Patron" of the HMS Cavalier

(Chatham) Trust. I find it inconceivable that he should have been slighted in this way.

Sid Anning was the driving force, for several years, behind the HMS Cavalier Association and their campaign to have the destroyer preserved, partly as a memorial to all those who lost their lives fighting in ships like her.

Except for the efforts of him and the Association, there would not be a Cavalier in Chatham to preserve; she would have been broken up or sold abroad a year or two ago.

It is hard to understand why he was not selected to be one of the Trustees on the consortium after her move to the Historic Dockyard. It is quite unbelievable that the Trustees have now taken this humiliating action. — **Dr. M. H. Evans, Cambridge.**

Last to be lost

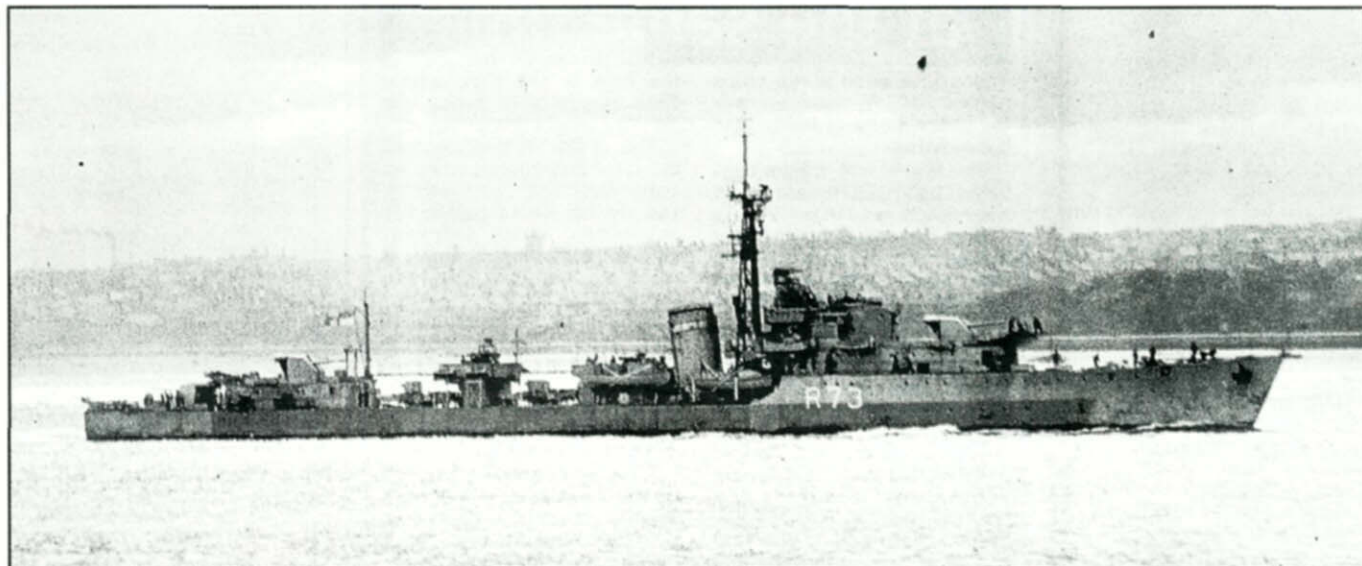
HAVING enjoyed an excellent dinner of the First Destroyer Flotilla, the guest speaker was Admiral E. F. Guerite, who in his speech was given the information that the last destroyer to be lost was HMS Aldenham, L22, lost on December 14, 1944.

In fact the last destroyer was the French La Combatante (ex-Haldron) L19. She was torpedoed in the Humber Sound by the midget submarine KU330 on March 23, 1945. — **S. Greenstreet, Over Wallop, Hants.**

Parking offence

I FIND it quite amazing that the Navy is constantly carrying out cost cutting exercises, yet they still manage to change our kit.

Instead of nautical-looking white fronts we now wear white shirts, then this no longer being acceptable we have to wear epaulettes, incurring further cost and resulting in a flotilla of car park attendants. — **OM Bellhouse, HMS Sheffield.**



● HMS CAVALIER: Fresh controversy over the future of Britain's last surviving World War II destroyer.



No. 546 46th year

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CANAL FLAGSHIP



TO RENEW her affiliations with Rochdale, HMS Middleton travelled down the Manchester Ship Canal – with the Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Mike Gregory embarked, plus his wife and the Mayors and Lady Mayoresses of Salford and Rochdale.

On arrival at Salford Quays, the minesweeper's commanding officer Lt Cdr Richard Thomas presented a cheque

for £400 to the Mayor of Rochdale for his local charities appeal.

The money had been raised by members of the Ship's Company who "rowed" the 256 miles from Portsmouth to Middleton while on fisheries patrol.

The ship spent three days alongside, during which 110 pupils from four schools and 70 members of three local RNAs were invited on board, together with 12 members of a Careers Forum.

Discipline stands corrected

TWO KEY changes are to be made to the Naval Discipline Act to ensure it meets the requirements of the Human Rights Act, as reported in December's Navy News.

GUN LORE RECALLED IN DURBAN

CAPT PERCY Scott was captain of HMS Terrible during the Boer War and designed the gun carriage to transport the ship's guns overland to Ladysmith – the incident which inspired the Navy's Field Gun competition.

A hundred years later his grandson Sir Anthony Scott travelled to Durban for the unveiling of a replica 4.7-inch gun and carriage presented by HMS Excellent as a reminder of the part played in the war by the Naval Brigade.

He was accompanied by the Commodore HMS Excellent, Cdre Adrian Munns, and the establishment's museum curator, Lt Cdr Brian Witts, who attended the opening ceremony of the Boer War Exhibition.

The 4.7-inch guns taken from HMS Terrible and HMS Powerful while alongside at Durban ended the 118-day siege of Ladysmith. Within a few hours drive of the picturesque town are the sites of some of the bloodiest battles in British history – including Spion Kop, Colenso, the Tugela Heights, Vaalkrans, Isandlwana and Rorke's Drift.

● EXCELLENT GIFT: Deputy Mayor of Durban Cllr Mvel Mavundla with Sir Anthony Scott and Lt Cdr Brian Witts at the unveiling of the replica 4.7-inch gun in Francis Square.

The two changes are:

□ Custody: whilst a commanding officer may continue to authorise, in defined circumstances, custody of up to 48 hours, further custody will require authorisation by an independent, judicial officer – in the RN, a naval judge advocate.

□ Summary appeal court: a new court will hear appeals from those Service personnel whose cases have been dealt with summarily.

This appeal replaces the right of personnel to seek review of cases, and will be along the lines of an appeal to Crown Court from Magistrates Court in civilian cases.

The changes are part of the Armed Forces Discipline Bill, which recently received its Second Reading in the House of Lords.

This Bill was slotted into the five-year Armed Forces Act cycle, which covers discipline in all three Services.

The next such Act is not due until 2001, too late to fall in line with the Human Rights Act, which is incorporated into UK legislation on October 2 this year.

A spokesman for the Second Sea Lord's office said the Naval discipline system dated back to the twelfth century, and had evolved to keep in step with changes in the Navy and society in general.

It was possible there could be further changes to the Bill as it passed through the legislative process.

● LAST LAUNCH: HMS Ramsey, tenth of 12 Sandown Class minehunters built by Vosper Thornycroft, is sent down the slipway at Southampton by Lady Dunt, wife of the Chief of Fleet Support Vice-Admiral Sir John Dunt – the last RN launch of the millennium.



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Lecturer joins his student at sea

A COLLEGE lecturer was due to carry out one of his more unusual assessments of a student's work – on board helicopter carrier HMS Ocean.

Ken Smith, Information Technology lecturer at Manchester College of Art and Technology (MANCAT), was planning to join the ship in Southampton before she cruised down to her home port of Devonport.

And while on board, he was expected to cast his eye over the work of CPO David O'Prey, who is enrolled on a City and Guilds two-dimensional AutoCAD (Computer Aided Design) course on an open learning basis.

Ken has been communicating with David by e-mail while the ship has been involved in amphibious exercises in the Mediterranean, including stints off the coasts of Greece, Turkey and Egypt.

Now Ken is following up the electronic tutorial support on board a huge 'virtual classroom', which is equipped with state-of-the-art communications systems.

Ken said: "At MANCAT we always try to be flexible in our programmes to reflect our students' individual circumstances."

"With the technology available to us, we can deliver these types of courses with the appropriate tutorial support to students almost anywhere."

"But this assessment will definitely be a first!"

David will soon be transferring ashore to Birmingham after 23 years of service, and is learning new skills to open up new opportunities after he leaves the Navy.

But first, on completion of his current course, he is hoping to continue his studies with a three-dimensional AutoCAD course, again under Ken's tuition – but this time from a slightly more accessible location.

Veteran gets birthday tour of destroyer

A ROYAL Navy war veteran was given a tour of destroyer HMS Cardiff to help celebrate his 75th birthday.

During the Second World War Evan Davies served as a torpedo man in HM ships Rodney and Duke of York.

Mr Davies, who lives near Caerphilly, left the Navy in 1946, but maintained his links through the Royal British Legion and Royal Naval Association.

He was accompanied on board Cardiff by David Bird, an RN serviceman from 1949 to 1957.

Of his four-year service, Mr Davies said: "I remember all the good times, and the good comradeship."

"I don't remember the bad times ..."



● Close scrutiny – the guard is inspected by Lady Bell-Davies, accompanied by Lt Andrew Livsey.

Big day for Anglesey

FISHERY protection ship HMS Anglesey has been rededicated in Portsmouth – and it was a particularly special day for four of her ship's company.

ABs Michael McCarthy and Robert Ramsay received Commander-in-Chief Fleet commendations for bravery following the rescue of two

yachtsmen in the Bristol Channel.

And PO John Thomason and AB Andrew Child received their Long Service and Good Conduct medals.

The ceremony, attended by ship's sponsor Lady Bell-Davies, follows the patrol vessel's refit in Rosyth.

RN skills recognised by merchant marine



● HMS Edinburgh provided a 12-man guard for a memorial service at Tripoli in Lebanon during a four-day defence diplomacy visit by the destroyer and RFA Sir Percivale. The ship's company had a busy programme of meetings, military exercises, cultural visits and sporting fixtures. Pictured with the guard is the Rev Nick Pneumaticos, Third Destroyer Squadron chaplain, who led the service.

A NEW agreement has been signed which will help man the UK Merchant fleet and make it easier for Royal Navy officers to pursue a second career at sea.

The Memorandum of Understanding will align training and qualifications of RN Commanding, Executive and Watchkeeping Officers with their civilian equivalents.

There is no need for a change in standards of RN training or practice, but there will be changes in documentation and the audit trail to make the alignment and ensure Navy qualifications are recognised as meeting new civilian requirements.

This means that officers at the end of their career who wish to continue at sea will be able to transfer directly to the Merchant Navy at a time when there are expected to be shortfalls in both ships and port jobs.

The document was signed on board HMS Westminster in Portsmouth by Commander-in-Chief Fleet, Admiral Sir Nigel Essenhigh, and the Chief Executive of the Maritime and Coastguard Agency, Maurice Storey, and is the result of months of hard work by a team led by Capt Peter Walpole.

In a signal to the Fleet, Admiral Essenhigh said: "The signing of this memorandum represents a significant step towards full recognition by the wider maritime institutions of the high standard of training and professionalism that exists within the Royal Navy."

"It also paves the way for a closer working relationship with the UK maritime community and the projection of a consolidated and integrated approach to national maritime affairs."

Maurice Storey said the timing of the signing could not have been better.

Improved standards for mariners were established during the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95), which Mr Storey said he hoped would eradicate the "rustbuckets" sometimes seen around the British coast.

He was also pleased that there would now be an established mechanism for transfer from military to civilian shipping.

"We have a shortage of good quality British officers, and the quality of officers offered by the Royal Navy is second to none – but we couldn't match them up," he said.

"So now there is an option for them when they come to the end of their career or when they want to move on."

If the measures prove a success, there could be others to take in engineering and the skills of Naval ratings, including conduct of helmsmen and the quartermaster on the brow in harbour.

The UK Merchant fleet currently has more than 500 ships of over 500 tonnes – a figure which is rising steadily – manned by 26,000 officers.

■ The Convention on safety and environmental standards exempts personnel in warships, but MOD policy is to comply with such requirements and in many areas the Navy exceeds them.

There will be a single RN assessment authority for qualifications, the School of Maritime Operations.

Details are published in RN Defence Council Instruction 189/99.

New posts for health

INCREASING work involving environmental health, and health and safety, have led to the creation of two posts within the Second Sea Lord's command.

A Command Health and Safety Officer and a Command Environmental Health Officer have been appointed.

The former will be a civilian post and the latter a uniformed post at lieutenant commander rank.

Details are published in General Defence Council Instruction 296/99.

Charity comes easier

A NEW scheme is being launched to make it easier for RN personnel to contribute directly to Naval charities.

The scheme will allow voluntary deductions to be made from gross pay – before PAYE – which are then distributed free of charge by the King George's Fund for Sailors to an agreed list of good causes.

It is hoped the scheme will help reverse the trend which has seen less money flowing into Naval charity coffers while outgoings are rising.

Second Sea Lord Admiral Sir John Brigstocke said: "Sailors have

Radiation records to be correlated

EARLY radiation dose data held by the Ministry of Defence is to be transferred to a computer database.

Since 1980 the MOD has been a major contributor to the National Registry for Radiation Workers database run by the National Radiological Protection Board.

By correlating data with other records, patterns of disease and death can be tested against levels of radiation exposure to search for links.

MOD records before 1979 are on paper, and these will be transferred starting this month.

Information transferred will include such things as name and National Insurance number, but not personal medical histories.

The trade unions agreed, at the inception of the scheme in 1980, that it would be in MOD employees' interest to participate.

Anyone employed on radiation work before 1980 who does not wish their data to be transferred may opt out by writing to the Dosimetry Manager, Approved Dosimetry Service, DERA Radiation Protection Services, Institute of Naval Medicine, Crescent Road, Alverstoke, Gosport PO12 2DL, requesting their name be excluded.

■ WORK with ionising radiation carried out by MOD units must now be notified to the Health and Safety executive.

New regulations which come into force on January 1 demand that existing use be notified. Any significant change or new intention to work with radiation must also be notified at least 28 days in advance.

Under certain circumstances work does not have to be notified if it is the only radiation work that is being carried out by a unit or establishment.

Full details are published in General Defence Council Instruction 312/99.

Valuable GEMS

ORGANISERS of the MOD GEMS suggestion scheme say that the idea proposed by LOM Paul Batten for under-ice navigation by submarines, as reported in last month's *Navy News*, was even more profitable for the sailor than at first appeared.

The award of £150 was a small additional prize, in gift vouchers, for putting forward the most innovative suggestion of the year.

LOM Batten's idea actually attracted a tax-free sum of £750 from GEMS, as well as putting him on course for superperson tickets to New York in a national suggestion scheme competition.



● ROYAL Marines from 42 Commando make their way across a river during Exercise Stonewall in Virginia, on the East coast of the United States. The Royals have been in America for six weeks, based at Fort A.P. Hill, at the heart of a huge training area.

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DEE, 42, ATTRACTIVE intelligent brunette, independent career woman, seeks similar male for correspondence/friendship. **Box Jan 4**

LADY 34, NURSE, divorced, slim, blue eyes, seeks naval officer. **Box Jan 5**

SOUL MATE REQUIRED for slim blonde divorcee 34 only genuine/fun loving males need apply. **Box Jan 6**

THELMA AND LOUISE looking for a nautical adventure. Enlist now. **Box Jan 7**

DIANE 37 SINGLE PARENT, seeks penpal for friendship relationship 30+. **Box Jan 8**

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SARAH 34, SINGLE mother, seeks penfriend of similar age. **Box Jan 15**

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People in the News



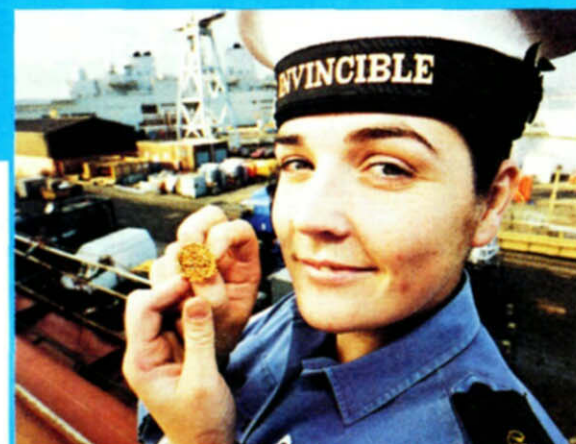
The outlook is good for award-winning METOC

THE HIGHEST honour which can be earned in the Duke of Edinburgh's Award Scheme has been presented to HMS Invincible's LW(METOC) Carol Morton.

Carol has been involved with the Awards Scheme since she was 13 and had already gained the Bronze and Silver awards before taking on the huge commitment required for the highest honour.

Teaching Sea Cadets to sail dinghies, gaining a powerboat instructor qualification, working with disabled people and completing a demanding four-day hike through mountainous terrain in Wales all helped Carol to gain the Gold Award, and an invitation to St James' Palace.

● **ACHIEVER:** LW(METOC) Carol Morton (right) on board HMS Invincible with her Duke of Edinburgh's Gold Award.



Capt strikes a blow for NATO

A honour has been conferred on a Royal Navy captain for his outstanding work in the USA.

During his time as Assistant Chief of Staff for the US-led Striking Force Atlantic, RN Capt Jon Welch established the only sea-based Combined Joint Task Force in the NATO Alliance.

He brought together 24 officers from 14 nations during Exercise Strong Resolve, the largest NATO exercise of the 1990s.

The team integrated so closely with the United States Second Fleet staff that they formed a highly effective Combined Joint Task Force (CJTF) nucleus during the exercise.

And Capt Welch capitalised on its success through his hard work to formalise the structure and documentation of the CJTF, enhancing the operational capabilities of both the US Armed Forces and NATO Allies.

In recognition of his achievements he was awarded the United States Presidential Award, The Legion of Merit, by Vice Admiral William J Fallon, Commander Striking Fleet Atlantic.

Admiral Fallon praised Capt Welch's accomplishments and said that they reflected great credit upon himself, but also on the Royal Navy.

Capt Welch, who has also served in Australia and Italy and was the first CO of HMS Lancaster, is now Royal Navy Director of Joint



● **HONOURED:** Commander Striking Force Atlantic awards the Legion of Merit to Capt Jon Welch.

Maritime Operational Training Staff at Northwood, Middlesex.

□ The US Navy and Marine Corps Medal has been won by Cdr David Waters for his groundbreaking work on torpedo defence during a posting to America.

Cdr Waters, who is now with the Defence Export Sales Staff in London, was Deputy Head and Technical Director of the US/UK Surface Ship Torpedo Defence (SSTD) project office in Washington.

He concentrated on the demonstration and validation phase of project and in two major trials more than 100 torpedoes were fired at the USS Duluth, with the system performing exceptionally well against all threats.

The commendation read: "Cdr Waters has made a significant and lasting contribution to both the US and UK in the field of surface ship torpedo defence by projecting his unique blend of programme and technical management capabilities with in-depth operational experience."

"His exceptional professionalism, personal initiative and loyal devotion to duty reflected credit upon him and were in keeping with the highest traditions of United States Naval Service."

Cdr Waters said: "It means a great deal to me that my US colleagues recommended me for this, but much of the effort was made easier by the others in what was a very talented team."

Yachtsman sails into retirement

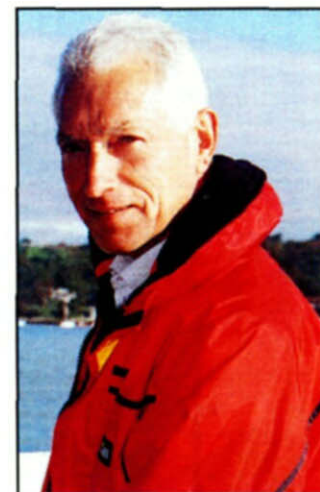
CULDROSE sailing centre's Tony Ayers is steering a course for retirement after eight years in charge of the Falmouth boats.

And in recognition of his superb work at the centre he was presented with a Culdrose Award for Special Endeavour by Commodore Tony Hogg.

Commodore Hogg said: "The Culdrose Sailing Centre has a reputation second to none and the high regard in which it is held is largely due to Tony's friendly personality and dedication."

Mr Ayers has worked at the sailing centre since 1991, when he retired from the MOD as a Senior Naval Architect.

During his tenure the centre acquired new boats and many enthusiasts were helped to gain their RYA Yachtmasters with evening classes given by Tony in his own time.



● **DEDICATED:** Culdrose Sailing Centre's Tony Ayers.

Illustrious reunion for NAAFI ladies

HMS ILLUSTRIOUS was lucky enough to have four female NAAFI staff at sea during her recent operations in the Mediterranean.

The ship believes it is the first time that so many female NAAFI staff have served together at sea and the latest trip reunited

Charolette Johnstone and Allison Sehar who were the first female NAAFI staff to serve at sea four years ago.

Charolette, from Brighouse, and Allison, from Cumbernauld, were joined on HMS Illustrious's latest voyage by Tracey Watterson from Birkenhead and Irene McDonald from Glasgow.



● **ALL AT SEA:** Tracey Watterson (left) Irene McDonald, Charolette Johnstone and Allison Sehar in the NAAFI, HMS Illustrious.

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval. Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.



People in the News



In brief



● MEDAL: Lt Ashworth

Engineering success

HMS WESTMINSTER'S Lt Helen Ashworth was the best Marine Engineering Officer in initial and professional training at HMS Sultan in 1999.

And her efforts have been rewarded with the Silver Jubilee Medal from the Institute of Mechanical Engineers.

Lt Ashworth, who is now Westminster's Deputy MEO, was presented with the medal at her passing out parade by Peter Gee, President of the Institute of Mechanical Engineers.

Calliope win Duffy Trophy

THE MESSAGE which came across during a communications competition at HMS Collingwood was loud and clear - HMS Calliope are the best!

Personnel from the Reserve Training Centre came top in the test of their practical skills and have won the Duffy Communications Trophy.

The delighted team were presented with their prize by Director Naval Reserves, Capt John Rimington.

Regulator rewarded

SOME Regulators might say that theirs is a thankless task - but not LREG Bryn Martin from the Royal Navy's Provost HQ.

Bryn scored the highest marks during his Regulating Petty Officers qualifying course and he was rewarded with a Herbert Lott award for excellence.

It was presented to him by Capt David Tall, Captain Base Personnel Devonport, at a gathering of colleagues at Provost HQ in HMS Drake.

Research pays off

TWO GIRLS from Wentworth College in Bournemouth found their interest in the Navy paid off handsomely.

After a tour of HMS Victory and HMS Warrior, Araminta Ledger and Lucy Stevens were inspired to produce a project on developments in Naval technology in the 95 years which separate the two ships.

Their work was entered in a Royal Historical Society competition and it won the girls and their school £200-worth of prizes and a certificate of commendation.

Their history teacher Laura Bailey said: "I'm thrilled with the enthusiasm that these two students have shown."

SUN, SAND AND BIRDS...

SAILORS from HMS Exeter ventured deep into the Qatari Desert while the destroyer was alongside in Doha.

During the visit, arranged by liaison officer Captain Ali Nuh Al-Mutawa, they were welcomed with traditional Qatari hospitality, enjoying sweet tea and a superb display of falconry.

Exeter is in the middle of her deployment to the Gulf where she has been engaged on Armilla Patrol duties.

● GUESTS: LMEM Stuart Vickerage, LPT Alan Nekreus and OM Sam Arnold with Captain Ali Nuh Al-Mutawa (right) his young son, and two of the Qatari falconers. Picture: PO(PHOT) Dave Coombs

Marines treated royally in Cyprus

THE ISLAND of Cyprus proved to be the perfect venue for Taunton-based 40 Commando to wind down after the rigors of Exercise Bright Star in Egypt's Western Desert.

After the heat and dust of the largest coalition exercise ever staged, the Royal Marines and members of their supporting arms enjoyed a host of activities there.

With the help of British Forces in Cyprus a full programme of adventurous training was put together offering everything from windsurfing to climbing.

But 40 Commando were not the first to arrive in Cyprus - a contingent of 15 men from the Commando

Logistics Regiment at the Royal Marines Barracks in Chivenor, North Devon, landed there a month before them.

Their duty was to guard more than 300 vehicles which had been pre-positioned at RAF Akrotiri for use by 3 Commando Brigade during Bright Star.

And after the vehicles were returned to Cyprus a similar-sized detachment flew out to look after them before their return to the UK.



● CYPRUS: Royal Marines from the Commando Logistics Regiment on station at RAF Akrotiri.



● SURPRISED: Carol Parker

Appealing surprise

EVERY YEAR Portsmouth's CPOWTR Carol Parker gives up some of her spare time to support the annual Poppy Appeal.

But this time she was on the receiving end when the Royal British Legion arranged a presentation to thank her for all her efforts.

Carol, who works in Victory Building at Portsmouth Naval Base, was taken completely by surprise when Rear Admiral Peter Dunt presented her with a plaque from the Portsmouth Branch.

Afterwards, the Royal British Legion's Colin Attrill said: "The Poppy Appeal needs people like Carol Parker, she has done some outstanding work for us."

AWARD IS CROWNING GLORY



● IN THE FRAME: Devonport PHOTS Jack Russell and Dave Whittaker, in front of the lens for a change! Picture: OM(C) Angie Pearce

NAVY photographers Jack Russell and Dave Whittaker have snapped up Herbert Lott awards for their coverage of the Queen's visit to Devonport.

The two Leading Airmen Photographers from HMS Drake put together a marvellous photographic display for Her Majesty's visit, with much of the work being done in their spare time.

On the day they covered every angle of the visit and both photographers produced an excellent portfolio of pictures afterwards.

The citation for the Herbert Lott award said that their work had been a significant factor in the overall success of the Royal visit.



Reservist finds his uncle's war grave

EXERCISE Bright Star gave Medical Reservist Surg Cdr Don Smith an opportunity to visit the grave of an uncle who is buried in the El Hadra memorial cemetery in Alexandria.

Cdr Smith's uncle was also a volunteer and was also called Donald Smith. Lt Donald Smith joined the RNVR in HMS Caroline in 1939, and after surviving two plane crashes in a single week, he was posted to a destroyer on Atlantic convoy duty and then to the Mediterranean.

His ship, HMS Penn, famously survived the Pedestal convoy to Malta after towing the stricken tanker SS Ohio into Grand Harbour, and Lt Smith went on to serve in the Torch and Husky landings in North Africa and Sicily before his death in 1944.

□ Surg Cdr Smith was in charge of a four-strong RNR Medical Branch detachment sent to RFA Sir Geraint from HMS President and HMS Eagle which included Lt(Q) Sheryl Meldram, CPO Pete Crimmins and LMSA Steve Athol.



● Surg Cdr Don Smith by his uncle's grave in Alexandria.

Are you S.A.D. in Winter?

Do you suffer from the Winter Blues? - also known as Seasonal Affective Disorder (S.A.D.)

SAD is caused by the reduction of sunlight during the winter months

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Northumberland to the rescue as hurricane strikes Anguilla

WITHIN hours of Hurricane Lenny smashing into the Caribbean island of Anguilla sailors from HMS Northumberland were ashore to co-ordinate the disaster relief operation.

Northumberland was alerted to the island's distress while on counter-drugs patrol near Puerto Rico and she pursued the eye of the hurricane to reach the British Dependent Territory.

At the request of His Excellency the Governor, Mr Robert Harris, the ship's officers were sent ashore and Northumberland's Lynx was launched to survey damage to the island.

In the meantime the ship went to the aid of a 150-ft merchant vessel, *Pride La Dominique*, which had been drifting helplessly in towering seas for three days with its engine dead and hull leaking dangerously.

After a three-hour marathon effort, involving daring and dramatic ship handling in winds of up to 150 knots, the stricken vessel was taken into tow and moved to a sheltered anchorage in Anguilla.

Over the next 48 hours, teams of skilled personnel were sent ashore to begin the arduous task of restoring the island's infrastructure.

HMS Northumberland's mechanical and electrical engineers played a vital part in repairing power generation and distribution equipment, including the replacement of telegraph poles and power lines brought down by Hurricane Lenny.

As well as restoring many essential telephone lines, the ship's communications engineers single-handedly brought Radio Anguilla back

on air after repairing their generator and radio mast.

Many more members of the 174 ship's company helped in the clean-up operation, using chain saws and other specialist disaster relief equipment embarked in Northumberland before leaving the UK.

Top priority was the opening of essential roads and the felling of dangerous structures but by far the most unpleasant task was left to the ship's diving team, who had to clear flooded pastures of dead livestock.

Many of the animals had been tethered and were submerged under 15 feet of water while others had to be removed from trees before being dragged to shore to prevent the spread of disease.

The final task for HMS Northumberland was to return four lighthouse keepers to their posts using her Lynx helicopter.

When the work was complete, Northumberland's CO, Cdr Mike Pearey, met the Governor for the last time and



● **RESCUER:** HMS Northumberland pursued the eye of Hurricane Lenny and arrived at Anguilla within hours of it striking.

was thanked for the ship's invaluable efforts in restoring normality.

Cdr Pearey said: "HMS Northumberland's contribution to the restoration of Anguilla to normality in the wake of hurricane Lenny accounts for one of the main reasons the UK Government

deploys a Royal Navy ship to the Caribbean.

"I and my ship's company feel privileged to have been able to lend a hand in those vital first few days of the operation."

"Before departing from the UK, we embarked stores and equipment essential for hurricane relief, hoping that we would not be required to use them."

"But when we were called, they were used to good effect by my team of enthusiastic and skilled personnel and all on board agree that this was a satisfying and humbling experience."

Northumberland, a Type 23 frigate, returned to her home port of Devonport in December after a six-month stint in the Caribbean.

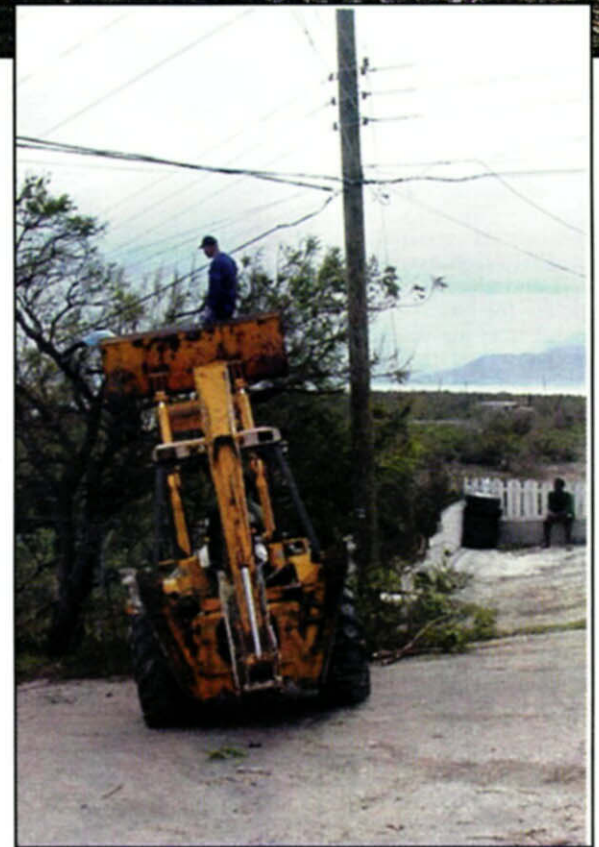
During her deployment she seized over 2.2 tonnes of cocaine for the merchant vessel *Adriatik* and promoted British interests throughout the region, visiting many of the Caribbean islands as well as countries in Central and South America.



● **DAMAGE:** Light aircraft destroyed by Hurricane Lenny when it struck Anguilla airport.



● **EMERGENCY:** HMS Northumberland's CO, Cdr Mike Pearey, XO Lt Cdr Adrian Wallis and Lt Johnny Ley discuss the situation at the Anguilla Emergency Operations Centre.



● **POWER LINES:** CPO Ingiszi repairing power cables from the bucket of a JCB.



● **LIVESTOCK:** The diving team from HMS Northumberland clearing dead cattle from Anguilla's flooded pastures to prevent the spread of disease.

At Your Service

Calling Old Shipmates

Seeking Darby Allen PRI served with John Turner on HMS Torquay 1965-66. Contact John, ex-TASI, on 1 519 472 0908, Ontario Canada - phone and reverse charges.

HMS Activity: If anyone served in 1945, contact Bob (Junior) Taylor, 18, Hazel Grove, Winchester SO22 4PQ, tel: 01962 854231.

HMS Glory, 1943: John Evans wishes to contact 'Dinger' Bell, Barry Russell, Nick Nicholls from 54 Mess. Contact John at 'Grianan', Wilderness Drive, Mitcheldeane, Glos GL17 0HA, tel: 01594 542454.

Did you serve in **HMS Sherwood (I80)** 1940-43, or the RNR training base of the same name from the early 80's to the present? Contact Mike Brady, 146, Western Boulevard, Nottingham NG8 3NW.

HMS Protector 1961-63: Laurie Debona seeks fellow members of the Cooks and Stewards Mess and anyone from that ship who remembers him. Contact 01622 763 740.

Bill Fleckney wishes to contact C. Taylor of **HMS Montclare (1945)**, also ex-Sea Cadets who joined the RN from London Twickenham unit in the 60's, particularly Burton, Tucker, Stanyer and the Mack twins, Keith and Chris. Contact Bill Fleckney, 14, Buckland Path, Buckland, Portsmouth PO2 7DB, tel: 023 92 815921.

HMS Tenby J34, WWII Bangor-class minesweeper, and F65, post war anti-submarine frigate (1955-73): seeking ex-ship's company. Call Jeff Mays on 01452 614459 or email: jeffmays@virgin.net

Blondie Roe is seeking all he served with during his brief career: Ganges March 15, 1960, Mercury, Jaguar, Pelieu, Whitehall Wireless, FO2 FES staff, Mauritius, Ganges, Blake. Walked out of Victory gates April 1972. Richard Roe now lives in New Zealand. Email: roedist@net.nz

HMS Whitesand Bay: Geoff Nightingale seeks Alfie Mallett, Bob Lightfoot, Bill Bailey, Sid Greaves and Rod Cundy. Contact Geoff at 268, Galley Hill, Gadebridge, Hemel Hempstead HP1 3LD, tel: 01442 263405.

HMS Berwick 1944-45: Gordon (Gordie) Little seeks his old shipmate, Radar Operator William (Tex) Shipley. Contact Gordon at #405, 2335 Whyte Ave, Port Quaitlam, BC V3C 2A3, Canada, or tel Pete Dixon on 01777 703060.

HMS Jamaica 1956-57: Terry Pittaway, give your little oppo - body-building, roller-skating - Doug Ballands a call on 01279 659862 for a chat.

HMS Triumph 1976: Chris Stonestreet is trying to find Paul Lewis, who later moved on to submarines. His family lived in Tottenham Court Rd, London. Info to Mrs E. Ayling, Helwith Cottage, Marske, Richmond DL11 7EG, tel/fax: 01748 884774.

HMS Loch Lomond, 1955-56 East Indies: Looking for communicators Minchin, Palmer and Harrison, seamen Hollis, Barnet, Hollingshead, and PO Flathery, also officers Parry, Jacques and Hooper-Henderson. Other Loch-class crews interested in the Loch-class Frigates Association can also contact me. Next reunion is April 2000. Contact Edward Freathy, Elmbank, Marlow

Rd, Bourne End SL8 5NL, tel: 01628 523711.

C-class Destroyermen, from whichever theatre you served in - join our Association. For details contact Cliff Longfoot, Chief Pressganger on 0151 226 3675.

HMS Tortola or HMS Pitcairn: Did you serve in these frigates 1944-45? Write to Harry Ingram, 83, Annandale Ave, Bognor Regis PO21 2ET.

The Fourth Escort Group are holding their first reunion in Leicester on April 8. All ranks welcome, as are those from any of the Captain class frigates. Please phone Harry Fine for details on 0181 455 9400.

HMS LCI 317 (later LCH 317) 1942-46: Ken Bright (Sparks) wishes to hear from former shipmates or relatives e.g. Sam Winterburn, Gerald Eveleigh, Bert Luckie and S. Roberts. Contact Sparks, 62, Cowper Rd, Cambridge CB1 3SN, tel: 01223 246856.

Any members of Forward Support Unit 03 who served aboard RFA Sir Galahad, or members of the MCMV squadrons supported by FSU 03 at the same time, contact Terry Gooding (ex CPOSA) - on 01383 823528/820156, fax: 0411 544132 or email: gvalife@btinternet.net or write, enclosing large SAE - he has some interesting news - at 22, Glencol Ave, Dalgety Bay, Fife KY11 9XL.

HMS London 1978-81: Eddie (Stumpy) Cowling seeks Gordon (Pony) Moores, formerly of Bournemouth. Ring Stumpy on 0117 9300544 (work), 07770 561445 24 hrs or 01454 260867 evenings and weekends.

MTB763: If you were among the crew of MTB 763, contact Bill Handley, 68, Gordon Rd, Herne Bay CT6 5QT, tel: 01227 375257.

HMS Broadsword F88: Calling all ex-Broadswordies, re an idea for a Guzz-based get-together. Due to the interest shown here Steve Hobbs has decided to test the water. So dependant on responses contact Steve at 2, Greenfield Rd, Saltash, PL12 4LJ.

HMS Ganges, Collingwood Division 391 Class 1961-2: Signalmen looking for Sid Foster (Portsmouth), Tomo Thompson (London) and Sandy Sandford. Contact Dave Brighton, Datchets, 180, Medstead Rd, Beech, Alton GU34 4AJ, tel: 01420 563944.

James Edwards, served 1946-54. Anyone knowing of Jim from the HM ships Glendower, Imperic, Mull of Galloway, Victory, Boxer, Implacable, Highflyer, Loch Quich and RFA Wave Premier are invited to contact him via his daughter, Mrs Jan Redmond, 38, Highcroft, Spennymoor, Co. Durham DL16 7AN, tel: 01388 815286.

HMS Nelson "Nellie" 1938: Seeking any crew: contact C.T. Johnson, 111, Glapthorne Rd, Oundle, Peterborough PE8 4PS.

HMS Protector: Calling Terry (Tony) Ready. Regret all details about you have been lost re joining. Sorry - please contact Bill Bartlett again on 01202 480767.

Bill Skilling, J and K Class destroyers stalwart, would like to thank his old shipmates for the get-well cards and Christmas greetings he has received; he cannot reply personally as he is currently too ill to write.

Reunions

January

HMS Illustrious Association, Remembrance Service and reunion, January 19: 1130 assembly at Lloyds, 1, Lime Street, London for ceremony at Ships Bell, then service at St Mary, Aldermay, Bow Lane, 1305. Details from Secretary (Southern Branch), 71 Kingswood Ave, Bromley BR2 0NR, tel: 0181 290 6775.

March

HMS Glory Association: All commission welcome to reunion in March. Details of this and other meetings in June and September from Peter Wardle, 91, Dingleberry, Olney, Bucks MK46 5EU, tel: 01234 711611.

HMS Cavalier 1970-72: Officers and ship's company of the last commission are invited to the Nautical Club, Birmingham, on March 4. Send name, address and number, with SAE, to David Thompson, 18 Grace Rd, Worle, Weston-super-Mare BS22 7DT.

April

HMS Loch Fada 1944-67, all ranks, all commissions: reunion at Eastbourne in April. Over 200 in contact. Details from Bob Harris, 12, Alandale Rd, Sholing, Southampton SO19 1DG, tel: 023 80 391848.

HMS Venerable Association: Millennium reunion April 7-10 at the Somerset Hotel, Llandudno. All enquiries to Bas Redfern, 'Hazeldene', 64, Coppice Rd, Talke, Stoke

Over to You

HMS Vanguard. Does anyone have a photograph of Mrs Treen's daughters christening on board in 1951, with the ship's bell used as the font? The details were also entered in the ship's log, of which she would love to get a photocopy. Contact Mrs R. Treen, 40 Mount Pleasant Ave, Exmouth EX8 4QH.

HMS Gloucester: Mr R. Bowgen has in his late father's possessions a copy of the programme *Nautical Nonsense*, staged by the crew in 1940, probably in Alexandria. If any of the crew or the Association would like a copy, contact Mr Bowgen at 1, Paganell Rise, Minehead, Somerset TA24 5HG.

Naval Camouflage in WWII: R. Groves seeks info on the following ships on the East Indies station, 1941: port side only, HMS Hermes; port and stbd sides, Cornwall, Dragon, Delhi, Dauntless, Danae, Durban, Emerald, Enterprise, Hawkins. Photos or photocopies ideal. Reply: R. Groves, Batteramsley House, Bolder, Lymington SO47 8ND.

HMS Eastbourne (F73): Jim Kelly is seeking contact with officers in HMS Eastbourne during the Med deployment in the winter of 1970-71. Contact Jim Kelly (ex-USN William R Rush DD/DDR-714), 53, Jake Tucker Rd, Midland, NC, 28107-5417, USA.

HMS Cairo: R. Palfett read of a Ldg Stoker Edwin Hutt of HMS Cairo. After contacting the author, he consulted the remaining stokers in the Association, but they could

on-Trent ST7 1UA, tel: 01782 784876.

HMS Cairo: AGM at the Royal Sailors Home Club, Portsmouth, on April 8. More details from R. J. Palfett, 19, St Martins Rd, Wroxall, Isle of Wight PO38 3BW.

HMS Opossum (F33) Association reunion at the Norbreck Castle Hotel, Blackpool, from April 14-17. All ex-shipmates and partners are welcome to attend. Contact Harry Catterson on 01642 881770 or e-mail: opossumf33@ic24.net

HMS Tenby (F65 and J34) reunion April 28-May 1 at the Trecarne Hotel, Babbacombe, Torquay. Details from Phil Rowe, 0161 7477325, e-mail: p.rowe@virgin.net

HMS Black Swan Association reunion at Gillingham, Kent, on April 29-30. Shipmates and guests old and new, from all commissions are welcome. Details from John Dunstan, 47 Abbotsbury Rd, Newton Abbot, Devon TQ12 2NS, tel: 01626 354294.

May

HMS Magpie reunion on May 5 at the Cromond Hotel, Southampton. Details from Tom Iddon on 01704 541567.

HMS Alacrity Falklands 2000 reunion: For all who served in HMS Alacrity during the Falklands War, at the Royal Fleet Club, Devonport, on May 7. Contact CPOSA Steve Parker, The Stores School, RNSS, HMS Raleigh, Torpoint, Cornwall PL11 2PD, tel: 01752 811521 during working hours.

HMS Widemouth Bay 1944-57: If you

served aboard this ship and are not already in contact, come and join WB shipmates. Reunion is on May 12-13 at the Angel Hotel, Royal Leamington Spa. Contact Bob (Topsy) Turner, 17, Mill Way, East Grinstead, West Sussex RH19 4DD, tel: 01342 323801, or email: reg@rudgwick2b.freemove.co.uk

HMS Cleopatra All ex-'Cleos', cruiser or frigate, can be sure of a warm welcome at our reunion at the Cairn Hotel, Harrogate from May 12-15. Details from F. E. Daniel, 45, Glebe Rise, Kings Sutton, Banbury, Oxon OX17 3PH, tel: 01295 810024.

HMS Swiftsure Association. Cruiser and Submarine: Buffet lunch reunion on May 13 in Watford. Details available from David George, 'Mullion', Shipton Green, Ilchester, Chichester PO20 7BZ, tel: 01243 512998.

HMS Hermione Association reunion at the Walton Park Hotel, Clevedon, Bristol, May 19-21. Details from Steve Brotherton, 37, McCarthy Close, Warrington WA3 6RS.

June

HMS Brissenden 1942-48 Association reunion at Southsea on June 3. Details from Cliff Lawrence, 31, The Limes, Trees Estate, Bletchley, Milton Keynes MK2 2JN, tel: 0908 647665.

HMS Tattoo & HMS Pique, 40th MSF 1943-47: A reunion for ex-crews is on June 6-7 at Portsmouth. Contact Arthur (Joe) Rue, 30, East Drive, Blunsden Abbey, Swindon, Wiltshire SN2 4DP, tel: 01793 724490.

reveal little. Hutt first served in HMS Berwick after training at Portsmouth in 1940. If anyone has any info on him or any other Cairo crew, contact R. Palfett, 19, St Martins Rd, Wroxall, Isle of Wight PO38 3BW.

Crete WWI: Were you involved or interested in the events in Crete in WWII? Particularly keen to contact anyone who took part in the escapes from Preveli, either as rescuers aboard HMS Thrasher or HMS Torbay, or amongst the rescued. Contact Tim Todd at Kastri, Gail Close, Abingdon OX14 3XY, email: TimTodd@kastri.freemove.co.uk

HMS Ark Royal: Barry Adamson is trying to trace his cousin Lynn Green, who served on the Ark during the 50s and 60s, and was born in the Liverpool area. Barry's mother moved to South Africa in 1948, where Barry was born. Her sister, Violet Green (Lynn's mother) and Violet's daughter Narelle spent a couple of years in South Africa in the 60s but returned to England, when contact was lost. Lynn also has a sister, Lorn, who settled in Cape Town. Contact Barry at 17 Drayton Grove, Drayton, Norwich NR8 6PU, email: bazza@btadamsen.freemove.co.uk

Empire Sapphire: Enthusiast seeks info regarding the wartime exploits of this 1941 built tanker. Contact S. Tacey, 90, Appleby Lane, Broughton, Brigg, N Lincs DN20 0AY.

HM Ships Ripley and Quorn: Frank Ward, killed HMS Quorn 1944: shipmates who served with Frank in HMS Ripley 1942-43 who would like to attend a service, contact E. Williams at 87, Olive Rd, Coxford, Southampton SO16 5FT, tel: 01703 906402.

1996 Royal Tournament: Chas would like to hear from anyone who has a video of the 1996 Tournament (RN Year), staged at Earls Court. Contact Chas on 01524 61840.

Brickwood's Field Gun Competition: The history of this event is being compiled. If you ran prior to 1975, let Lt Cdr Eric Sneyd have your anecdotes, team lists, winners details, general history (why did it move from

HMS Excellent?) etc. Photos of teams or the event would be appreciated and returned once copied. Info to Lt Cdr Sneyd, F18 Marlborough, HMS Collingwood, Newgate Lane, Fareham PO14 1AS, tel: 01329 332253 or fax: 01329 332659.

HMS Ausoria: Does anyone know the whereabouts of the large Bible, presented to HMS Ausoria by the Vicar of Mark Church in Somerset. Inscribed inside was the following - "The Bible to be returned to Mark Church when the ship is finally de-commissioned". Contact Mr N. Feltham, Parnham Cottage, 24, Church Lane, Compton Bishop, Axbridge BS26 2HB, tel: 01934 732533.

Model Submarine HMS Seneschal: Has anyone seen this model, made from one piece of brass, about 16 inches long, standing on a black fibreglass plinth. There is also a small brass nameplate on the plinth which reads HM Submarine Seneschal. It was stolen from a home in late September and is of great sentimental value. If you have seen it or know of its whereabouts, contact the Burglary Squad, Lewisham Police Station, London SE13, tel: 0181 695 1212 ext 28368.

Manual of Seamanship: Having returned his issue on leaving the service in 1950, G. Selley now wonders if, for nostalgic reasons, it is still possible to get hold of a copy, and if so, from where? Contact Mr Selley at 15, Ramsay Street, Broughty Ferry, Dundee DD5 2SE.

Does any shipmate remember on December 4, 1939, on draft from Skegness to Chatham, arriving at Chatham Station then marching in columns of four with a lamp to Chatham Barracks? Contact Arthur Skelton, 2, Ostlers Court, Snodland, Kent ME6 5NF.

HMS Anson Association seek the whereabouts of the ship's bell. The ship was broken up in 1957-8. Contact Fred Bangert, 6, Cuttys Lane, Stevenage SG1 1UL, tel: 01438 233074.

HMS Cumberland 1938: Does anyone

HMS Liverpool Association reunion on June 10 at HMS Nelson, Portsmouth. The members of any ship's companies, any commission, any rank or rating, are invited. Details from John Waters, 2, Dewberry Rd, Wordsley, Stourbridge DY8 5XJ.

Reunion of former WRNS Officers and female RN Officers at Goldsmiths' Hall, London, on June 15 at 1830. Details available from the Secretary, WRNS 2000, Old Colwell Lodge, Colwell Common Rd, Totland Bay, Isle of Wight PO39 0BZ.

August

HMS Picotee, sunk by U-boat on August 12, 1941. Mrs D. Laws hopes to organise a memorial service in honour of the crew who were all 'missing presumed killed'. From the previous services a plaque has been erected in St Georges Church, Chatham. Details from Mrs D. Laws, 10, Ripon Rd, Plumstead, London SE18 3PS, tel: 0181 855 3158.

St Georges School, Hong Kong: Reunion at the Falcon Hotel, Chapel Street, Stratford-upon-Avon from August 18-20. Details from Una Taylor, 6 Cricklebeck, Healds, Milton Keynes MK13 7PY, tel: 01908 315034.

HMS Pheasant 1943-46 reunion at Sinah Warren, Hayling Island, August 25-28. Contact B. Dowling, 1, Dymchurch Close, Clayhall, Ilford IG5 0LB, tel: 0181 924 9158.

remember the name of the Master-at-Arms of HMS Cumberland during her return to Chatham from the China Station, 1938. The MAA's messman's name was A/B Jenks. Please contact T. Donnelly, 203/335 West Hurst Avenue, Parkville, BC, Canada V9P 2R5.

Jack Cornwell VC: Does anyone know the whereabouts of the large oil painting of Boy First Class Jack Cornwell VC, standing by his gun mounting, severely wounded, in HMS Chester at Jutland? If anyone has any information about it, please contact R. Wilson, 1, Beechwood Road, Holbury, Hampshire SO45 2JD, tel: 01703 891687.

HMS Courageous: Was an object from the aircraft carrier left in a Belfast church before she sailed and was lost 60 years ago? If you know about this, contact David Radnedge at 6, Recreation Road, Norwich NR2 3PA.

Kenneth Parsons: Kenneth's relatives are urgently seeking him in connection to an illness in the family. He is an ex-Marine who went to live in Kittery Maine in 1976, but may have moved on from there since. He is around 5ft 9in with steel-blue eyes, has an Irish accent and is 63 years old. Official traces have proved fruitless - does anyone know where Kenneth is? Contact can be made through a third party if necessary. Please contact Alison Nicholl on alini-choll@netscapeonline.co.uk

AIRCRAFT OF THE ROYAL NAVY No 39



● The Fairey Albacore, historically destined to play second fiddle to the Swordfish

Fairey Albacore

DESIGNED as a replacement for the Swordfish, which actually outlived it, the Albacore does not have the heroic reputation enjoyed by its stablemate.

However, the aircraft's image as a poor cousin of the Stringbag is not entirely deserved.

At the height of its career, no fewer than 15 squadrons were equipped with the type, and it saw useful and destructive service in the Mediterranean, Western Desert, Indian Ocean and protecting convoys in the Atlantic and Arctic.

Though among some Fleet Air Arm pilots the Swordfish was the preferred aircraft, the Albacore had several advantages. When introduced in 1939, it offered better crew comfort through enclosed, heated cockpits. Unlike any other British biplane of the time, it had an all-metal fuselage - and its smooth-running, sleeve-valve engine ensured a quick take-off and fuel economy.

The Albacore was first used operationally in 1940 during the Battle of France, and during that year - flying from shore bases in Britain - one squadron alone, 826, made 22 night raids on harbour installations and escorted 56 convoys.

In 1941 that squadron and 829 were the first to take the Albacore to sea - in HMS Formidable. Soon in action at the Battle of Cape Matapan, they distinguished themselves by severely damaging the Italian battleship Vittorio Veneto in a torpedo attack pressed

home effectively and with great gallantry.

Albacores were also flown from Malta in 1941-43, mining targets in Italy, Sicily and North Africa, and attacking enemy convoys.

They played a vital role, too, in action ashore. In the Western Desert in July 1942, nine aircraft of 826 Squadron flew 250 miles behind enemy lines, refuelled at a secret rendezvous, to attack a convoy off Tobruk.

During two months before the Battle of El Alamein, Albacores dropped a total of 12,000 flares to light up Rommel's positions. They also spotted for Naval guns, attacked 17 U-boats in the eastern Mediterranean, supported the North Africa landings and took part in bombing raids against land targets.

But while the Stringbag continued in service until the last day of the war, the Albacore's operational life with the Navy came to an end in 1943, by which time it had been replaced either by Barracudas or Avengers.

Some Albacores did, however, fly on for at least another year - with the Royal Canadian Air Force, whose aircraft took part in D-Day operations.

The Fairey Albacore had a crew of three and could carry an 18in torpedo or a 2,000lb bomb load. One machine-gun was fixed to fire forwards and there were two in the rear cockpit.

The 1,065hp Bristol Taurus II (or 1,130hp Bristol Taurus XII) gave a top speed of 161mph at 6,000ft, a climb rate of eight minutes to that height, a range of 710 miles with a 2,000lb war load, and a service ceiling of 20,700ft.

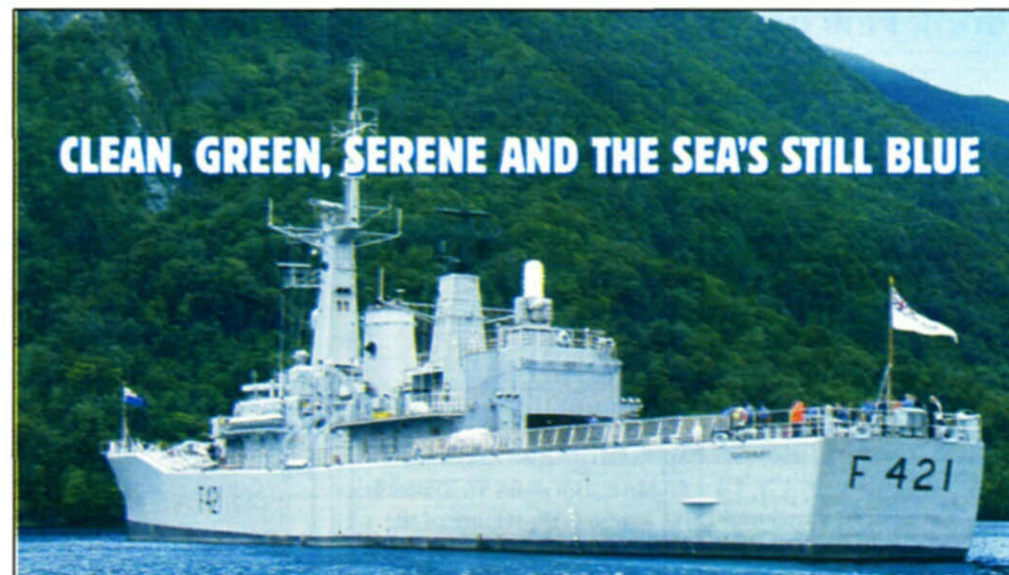
Memories of Korea

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All photographs will be returned.

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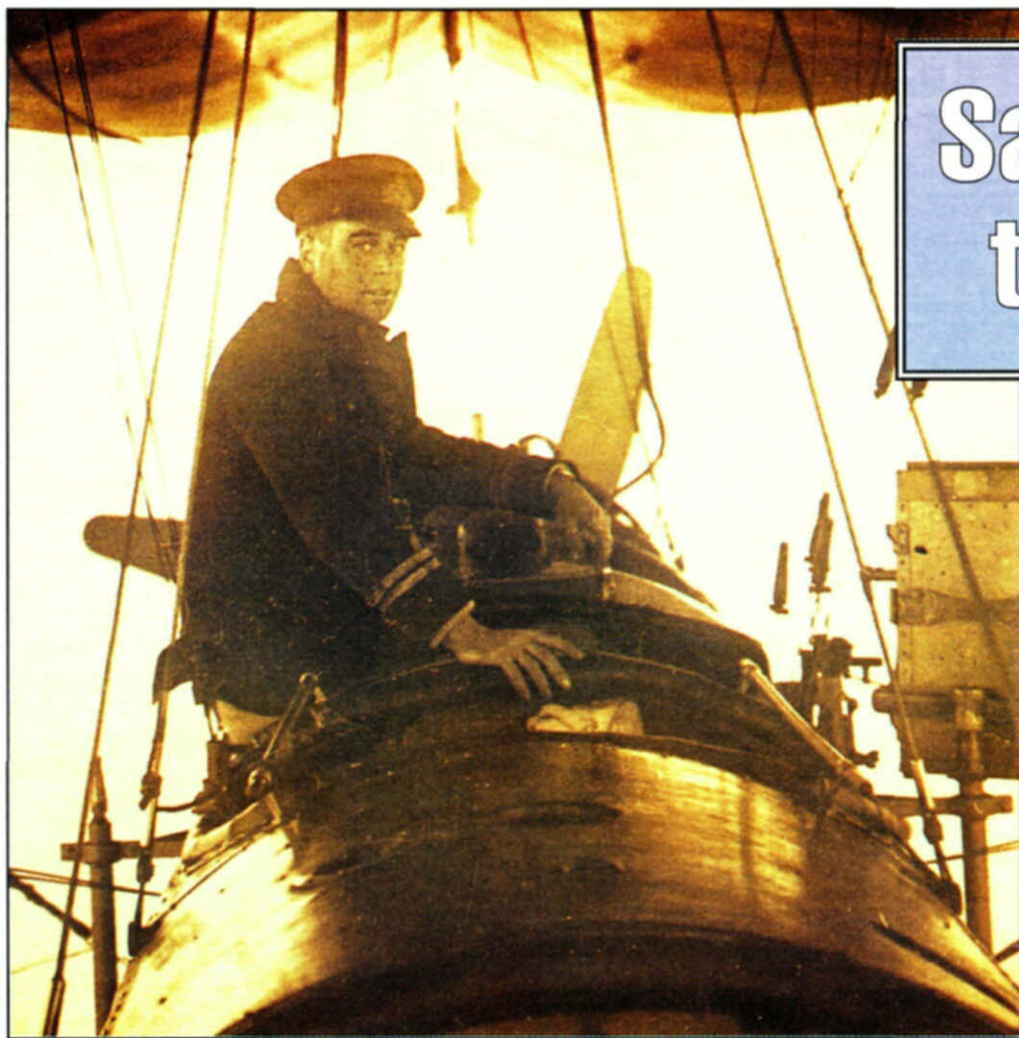
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Sailors in the sky

Flt Lt Struthers sitting on the edge of the open cockpit of the Coastal airship C9. On October 3, 1917, while returning to RN Air Station Mullion after a long, tiring patrol, C9's W/T operator picked up a distress call from a ship torpedoed near Start Point. They spotted the U-boat's periscope and dropped four 110lb "depth bombs". Bubbles of air came to the surface, indicating that the enemy was at least badly damaged. A nearby armed trawler was signalled to come in and finish the job. Most of C9's life was under the command of Struthers, who took part in the destruction of two further U-boats.

— From *Sky Sailors, the Story of the World's Airshipmen* (Sutton £20) by Ces Mowthorpe.

'Finest hour' survivors go on record

Ex-SUBMARINER Iain Nethercott is one of the central characters in *Finest Hour* (Hodder & Stoughton £20), Tim Clayton and Phil Craig's book of the BBC TV series telling how Britain stood alone against Hitler's hordes in 1940.

Nethercott transferred to submarines in 1941 and was engaged in the Mediterranean, the Malacca Straits and the South Pacific.

But on May 23, 1940 he was an anti-aircraft gunner in the destroyer HMS Keith, tied up at the Quai Chanzy alongside HMS Vimy at Boulogne.

As Stuka dive bombers swept in to attack the ships, a swarm of enemy tanks and infantry poured over the hill across the river, directly above the hotels that lined the far bank, firing as they came.

Nethercott's pom-pom jammed, with a shell lying crossways in the breach. And then a mortar opened up from behind some warehouses. The first mortar bomb hit the jetty. The next exploded a few yards closer to the ship.

"Then one fell right on the iron deck about 12 ft away and it made a big hole in the decking and covered us with splinters. And in my life jacket I looked like a bloody porcupine!"

"Down one side all these slivers of steel had landed — I got some in the shoulder, too — and my tin hat was clanging and banging and got dents all over it..."

Under heavy fire, the ship's ordnance officer and his mate cleared the pom-pom and shouted to Nethercott and the Leading Seaman gunlayer Bob Dunbar to try again. By this time the Stukas had gone and Nethercott swung the gun on to the warehouses. A few seconds later it suddenly swerved off target.



● **YOUNG GUN:** HMS Keith survivor Iain Nethercott in HMS Lincoln, mid-Atlantic late 1940

"I yelled out to Bob that I was off target and when I looked he'd got no head, his head was clean off his shoulder, he was just there and he'd been cut off right across his body with a chunk of tank shell or something pretty big."

"And of course in the Navy, it's automatic with gunnery drill, I was number two, he was number one. So the number two moves up to number one and number three moves up to my position on the gun. So of course I got out of the seat and I went round and I thought oh my God, the deck was covered in blood, pouring out..."

Both the destroyers' captains were also dead by this time and they backed off to the open sea, HMS Witsied and Venomous taking their place to evacuate the

British troops from the town.

Nethercott watched as Venomous fired her 4.7-in guns directly at a row of houses, bringing the walls down on top of a German tank. Later, after his wounds had been dressed, he was given a large mug of neat rum which "knocked me out practically".

At 19, he was not yet old enough to draw his tot.

Finest Hour is largely derived from over a hundred original interviews and previously unseen diaries, letters and memoirs. Nethercott now lives deep in the country, painting pictures of ships and writing poetry during the nights when his memories prevent him from sleeping.

Malta under siege

PERSONAL reminiscences also closely inform David A. Thomas's history of the *Malta Convoys* (Leo Cooper £19.95) which saw some of the most savage air/sea battles of World War II.

If the ships survived the sea passage, they and their dangerous cargoes would still come under attack. James Miller was a Second Engineer Officer in the *City of Lincoln* when she arrived loaded with aviation spirit: "We had a lookout posted. His job was to warn when a black flag was hoisted ashore, the warning of incoming enemy aircraft. They were not long in coming. We scrambled over the lighters into the safety of a nearby cavern. The sound of heavy gunfire followed by the sound of Stukas was dwarfed by the sound of bombs. We emerged from the shelter to find the lighters had been cut adrift. Those who had remained on board were visibly shaken and thereafter, on the lookout blowing his whistle, it was a case of abandon ship, then get ashore quickly. The second raid scored bomb bursts very close... it was debris everywhere. A bomb had hit our bridge and blown it and the monkey island to bits."

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"The last Run" Competition Winner

Congratulations to Mr C. Gill of the W. Midlands, who is the winner of the Limited Edition Print of the "The Last Run" competition in our November issue

"HMS. GANGES (The final farewell)... video. Ideal birthday /surprise present. Documentary includes all aspects of GANGES before demolition. One tear-jerking hour of nostalgia, produced by JOHN DOUGLAS author H.M.S. GANGES (Roll on my dozen!) & H.M.S. GANGES (Tales of the T.R.O.G.'S.) S.A.E. details Douglas Hse, Penmarth Redruth, Cornwall TR16 6NX

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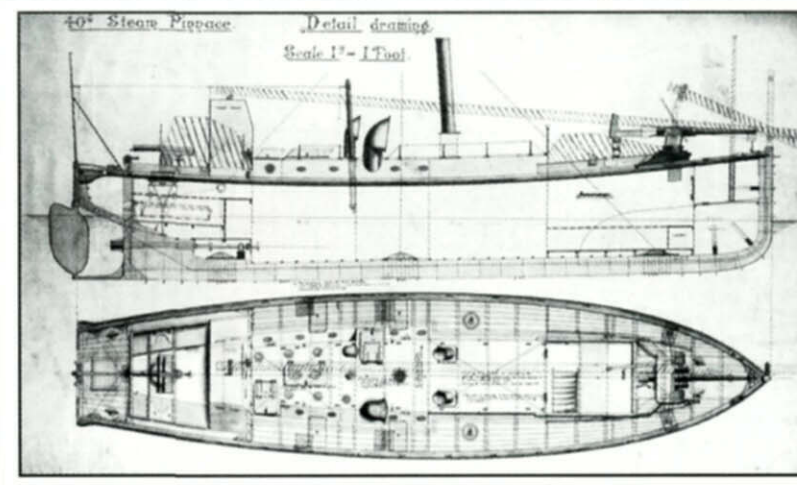
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Boats in detail

PLANS of a 40ft steam pinnace of circa 1900 showing a Maxim gun aft and a 3pdr forward.

The original reason for the introduction of quick-firing guns for boats arose from the growing danger from torpedo boats. It was thought that when a fleet was at anchor it would put out a screen of armed boats and, if suitably armed, these would be able to sink any torpedo boat before it was able to get within range.

By 1907 torpedo boats had so increased in size that the guns which could be carried by boats were no longer big enough to be effective and thereafter they only carried machine guns.

— From *The Boats of Men of War* (Chatham £20) by Cdr W. E. May



At Your Leisure



The 'short' war in the Med told at length

SUCH was the pace of development of the Royal Navy's motor torpedo boats from 1937 to 1945 that the primitive, poorly-armed craft of the early days contrasted vividly with those that finished the war.

Mediterranean MTBs at War (Sutton £20) by Len Reynolds and Bert Cooper is the companion volume to *Dog Boats at War* reviewed in our October 1998 issue. Compared with the "Dog Boats", the "short" MTBs described here were generally capable of greater speeds, presented a much smaller silhouette when attacking, and were able to approach the enemy more quietly. They were also less vulnerable to the threat of mines.

The conditions in which they operated were largely dictated by the progress of the Allied armies on land and were characterised by the use of Advanced and Mobile Bases, or even temporary camouflaged hiding-up places which became commonplace in the Aegean and Adriatic.

The crews often found themselves in places of great beauty steeped in historical grandeur – some compensation, at least, for the inconvenience of time-consuming refuelling, the rarity of spare parts, inadequate mail, the shortage of fresh food and a long wait for home leave.

Here is told the story of these "short" MTB flotillas from Malta to Alexandria, through disaster in Crete to support of the 8th Army along the coast of North Africa, to more reverses at Tobruk in the summer and autumn of 1942.

And then, with victory at El Alamein, from Africa back to Malta and Sicily, spreading out to Corsica and Italy, to the Dalmatian Islands and the Aegean, finishing in a blaze of unsurpassed achievement in the Gulf of Lyons and the northern Adriatic.

Here the 28th MTB Flotilla in only 12 weeks made eleven attacks on the enemy and fired 51 torpedoes, 26 of which hit their targets – an astonishing proportion.

There has been scant recognition in Naval histories of the work the men of the MTBs did in disrupting enemy supplies all over the Narrow Seas, in which a thousand of them lost their lives.

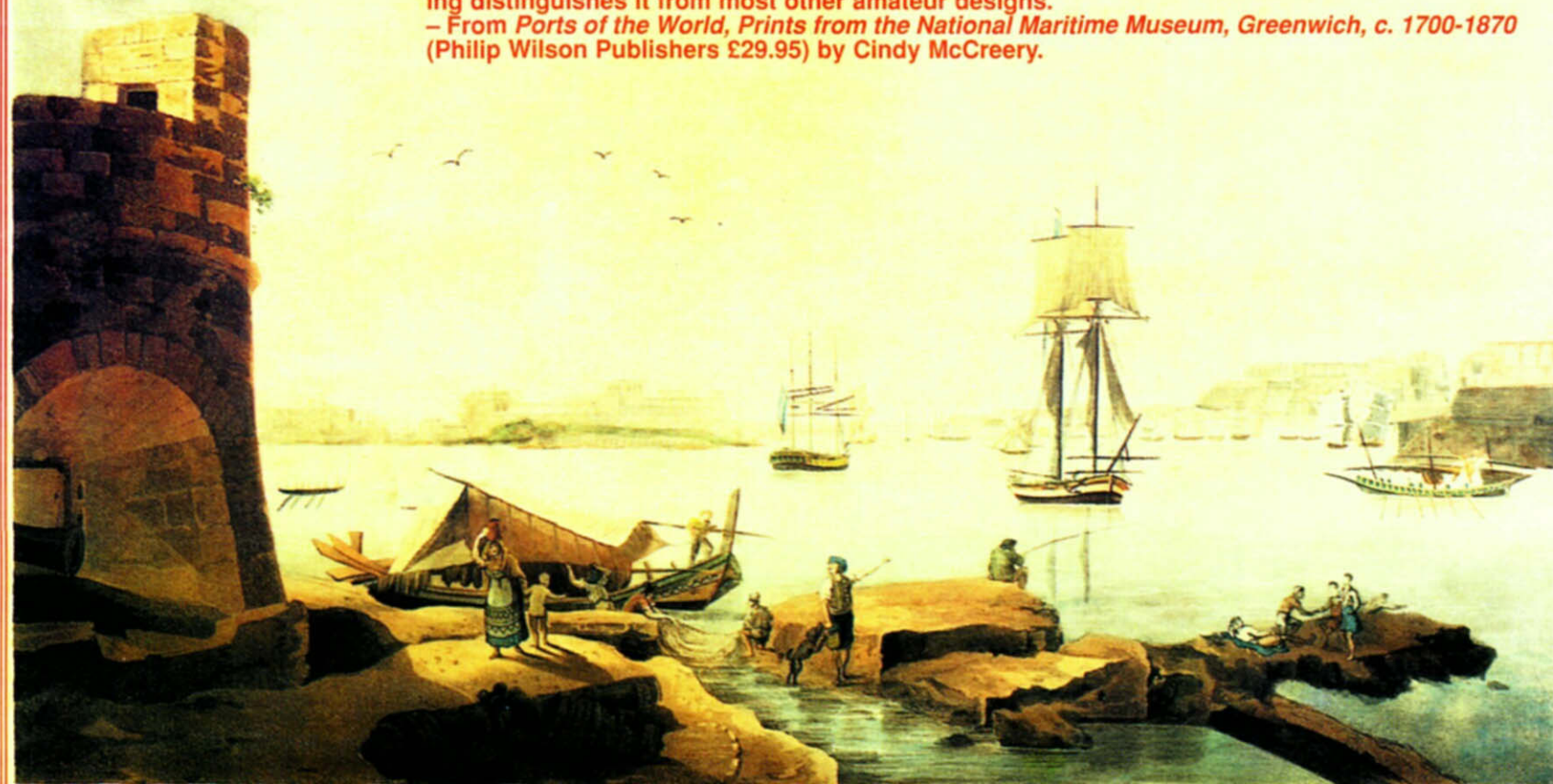
This book – which concludes with a supplementary history of the 2nd MTB Flotilla in Hong Kong – goes a long way towards repairing a glaring omission.

● **MTB 378 at speed in the Gulf of Genoa.**



□ **IMAGES** of strategic spots around the world were often engraved from drawings made by military and naval officers. This spectacular view of *Malta, Taken from the Mouth of the Harbour* drawn by Major Pierrepont was engraved by Thomas Sutherland and published by Rudolph Ackerman in London in 1812. The skilful delineation of the harbour wall, ships and people fishing distinguishes it from most other amateur designs.

– From *Ports of the World, Prints from the National Maritime Museum, Greenwich, c. 1700-1870* (Philip Wilson Publishers £29.95) by Cindy McCreery.



MALTA.

TAKEN FROM THE MOUTH OF THE HARBOUR.

ScreenScene

– by Bob Baker

Shackleton epic now out on video

THE AGE of exploration ended more or less in the early part of the 20th century. Thus, it just overlapped with the advent of moving pictures, and the hiring of a cameraman quickly became standard practice for any explorer about to set off.

Sir Ernest Shackleton's Antarctic expedition of 1914-17 included in its complement a tough, resourceful Australian photographer named Frank Hurley, and the result – premiered in 1919 – was *South*, now restored by the British Film Institute and available on video.

Clearly the expedition was a failure, though unlike Capt Scott's 1910-12 Polar journey, no-one died

as a result, so the story is much less well known. Shackleton left Buenos Aires in his ship *Endurance* a few days before World War I broke out. He threaded his way through 1,500 miles of ice field without finding a path to land and finally became frozen fast in pack ice.

As the expedition awaited the spring, Hurley amused himself trying to find interesting things to photograph in the great barren waste: black, muffled figures scurrying across the white expanse, the antics of the sledge dogs and of the unfriendly penguins, who stomped away grumpily when approached; and such visual treats as the ship's spars festooned with icicles.

But the pressure of the ice proved too much for the *Endurance* and she started to

break up: there was nothing to be done but leg it across the floes. Eventually Shackleton and five comrades reached South Georgia after an epic voyage in the ship's boat *James Caird*, and the rest of the company was picked up by a Chilean tugboat.

This finale is represented only by stills and drawings – possibly Hurley had run out of film or simply had other things on his mind, e.g. survival. Little was achieved apart from pain and suffering, and the film's inter-titles, while celebrating "British pluck and self-reliance", hardly try to disguise the fact.

Shackleton himself demonstrates the first requirement of leadership: looking the part. Big, bluff, with a face that inspires confidence at a hundred metres, he gives the impression that if necessary he could peg along to the Pole and back on a chocolate biscuit and half a mug of Oxo.

More cold, cold vistas in *Snow Falling on Cedars*, a sprawling tale of love, betrayal and marvellous scenery set in a fishing village up in Washington State.

As a court investigates a suspicious death at sea, the action flashes back and forth across the decades, beginning with the 1930s, when a background of uneasy race relations (the community has a large Japanese population) produces the inevitable Romeo and Juliet teenage romance.

The saga continues into the next decade, encompassing the war in both Europe and the Pacific, and the disillusion of peacetime. It's basically a rather sad story – but the mood of the title is not the mood of the film, thanks to Scott Hicks's direction, which is so energetic and so bent on playing every scene for all it's worth plus a bit more, that sadness in the end is really not much of a factor.

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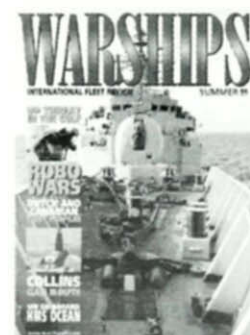
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"And a Happy New Year to you, too!"

NEWSVIEW

Dedicated to Desmond

I AM not a marine specialist, but a generalist with a strong personal maritime interest which I manage to obtrude whenever editors and publishers will let me get away with it. Sea blindness is frustrating to combat . . .

Libby Purves, distinguished journalist, novelist and popular broadcaster, hit the spot exactly when she became the latest recipient of the Maritime Foundation's Desmond Wettern Maritime Media Award, introduced by Kate Adie presented by Countess Mountbatten on board HMS Wellington, on the Thames Embankment.

Because, increasingly, it is left to interested non-specialists to promote our maritime heritage – and the dearth of dedicated correspondents in this field has become a real problem.

Desmond Wettern was practically the last of these employed by our national Press, so these awards – along with the Wettern Fleet Award, which this time has gone to HMS Invincible for her duty in the Gulf and Kosovo – are deservedly given in his memory. He was a writer on our maritime affairs for over 30 years, and they commemorate his single-minded dedication to his belief that the United Kingdom's well-being and security are inextricably bound up with the sea.

I remember Desmond very well – mainly because he gave me a lot of grief when I was running the Navy Press Desk at the Ministry of Defence back in the mid-1980s. Every Monday morning, when I got to work, I invariably had to tackle the backlash of what Desmond had written over the weekend in the *Daily Telegraph* and *Sunday Telegraph*. Often it would take me the best part of the following week to sort it out.

Desmond didn't always get it right – but such were his status and standing among his peers that they all thought anything he said was worth following up.

So when Max Hastings gave him his marching orders on taking over as Editor of the *Daily Telegraph* shortly after this time, many of us were outraged.

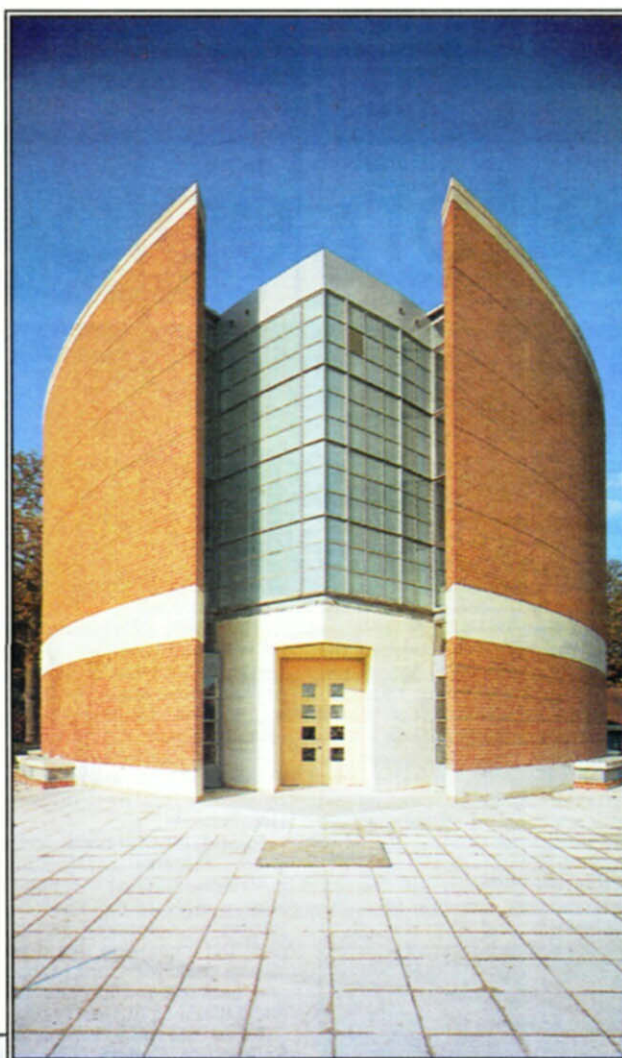
We had developed a warm regard for this stocky, ebullient, feisty character whose personality and style harked back to Fred Jane, the quixotic, supremely well-informed maverick who established the role of the independent Naval correspondent at the turn of the last century and who with *Jane's Fighting Ships* founded the bible of the international naval fraternity that endures, unchallenged in its integrity, to this day.

'Joker Jane' had the drive, personality and intelligence that endeared him even to the high command of the Imperial Russian Navy – with whom he was a sometime favoured guest and advisor – although he was a prophet without much honour in his own country's corridors of power.

Desmond Wettern had the same wide-ranging appeal and deliberate clout in the latter years of the past century. It is hard now to find anyone who will fill his place as we move into the next.

There are currently around six million people in this country with a Service background. Only ten or 15 years from now, the statisticians tell us, we will have half that number. Dedicated naval correspondents are needed as never before if we are to keep the Navy in the public eye.

Light effect of a 'living memorial'



FAMILIES who suffered loss in the war of 1982 gathered for the dedication of the stunning Falkland Islands Memorial Chapel at Pangbourne College, Reading, which is to be officially opened in March.

The result of five years fund-raising by many of those who helped secure the islands, the building was designed by Crispin Wride Architectural Design Studio following a nation-wide competition that attracted 73 entries.

The almond-shaped building, poignantly reminiscent of a ship, allows natural light to "wash" down the walls into the main body of the church from a glass surround in the roof, giving the interior a feeling of space and optimism.

The names of the 255 servicemen and three women civilians who lost their lives are listed on stone plaques which flank the main interior entrance and are listed in more detail in a leather-bound Memorial Book which is on show for visitors.

Embroidered kneelers – made by hundreds of volunteers throughout the UK – each bear the name of one of those who died.

There are two Memorial Rooms. One, a private area, has a computer which features the South Atlantic Medal

Association "Garden of Remembrance" web site. Visitors can here trace the name of a fallen friend or relative and find personal details provided by the family.

The wall area features photographs of the Falklands and two murals painted by Linda Kitson, the official artist selected by the Imperial War Museum to accompany the Task Force.

The Education Room charts the history of the war and the islands through a wall-mounted timeline and interactive, backed by a list of reference books.

The landscaped area outside the Chapel – which is planted with trees, shrubs and grasses found in the Falklands – includes an unusual circular brick-built memorial garden with a private seating area and water flowing over a map of the Islands carved into granite.

The generous gift of land from the College Governors has allowed the Chapel to be built in a secure but public environment which still maintains its military traditions and values.

Chairman of the Board of Trustees, Admiral Sir John "Sandy" Woodward – Commander of the Battle Group in 1982 – told *Navy News*: "We are grateful in the knowledge that the College will look after the Chapel for us, the families and general public."

"It means that it will be used regularly for worship and will be a truly 'living' memorial – not a bleak obelisk on a lonely hill. It will ensure that the ultimate sacrifice paid by so many in the 100 Day War will never be forgotten by future generations."

Other guests at the Service included Mrs Sarah Jones, president of the Falkland Families Association; Denzil Conick of the SAMA; Admiral of the Fleet Sir Henry Leach; and many of the commanding officers whose ships and units suffered fatalities in 1982.

GROUND-BREAKING EXERCISE TEACHES VALUABLE LESSONS



THE biggest Royal Naval exercise for over two years has ended, leaving Service planners to assess and apply the many lessons learned from what is being hailed as a valuable test of multi-national, expeditionary muscle...

Bright Star of enlightenment

WITH AIR, sea and land forces back home after two months of multi-national exercises in the Atlantic, Mediterranean and Black Sea, work has begun on lessons learned from the ground-breaking deployment.

Jewel in the crown of the series of exercises under the general codename Argonaut was a major amphibious exercise, Bright Star, involving deployment of the Royal Navy's Amphibious Task Group and a Royal Marines force of more than 1,200 who were landed in the Egyptian desert near El Alamein.

Among the aircraft embarked in the helicopter assault ship HMS Ocean, were two Chinooks from 27 Squadron RAF. Their month-long stay on board as part of the TAG - Tailored Air Group - was the longest embarkation for the type in any Royal Navy warship and the first in HMS Ocean.

They proved invaluable, moving up to 40 fully armed troops at one time, as well as vehicles, 105mm guns - and at times the Royal Marines Band of the Commando Training Centre.

The 'Wokkas', as they are known to the initiated, stood up well to the problems of sand erosion, salt accretion and long tasking amounting to a total of 180 hours. As well as flying in support of 40 Cdo, 29 Cdo Regt RA and 1 Recce Bde from the British Army's 3 Div., the Chinooks were called upon to transport Egyptian

soldiers and Dutch Marines, sharing airspace with US, Egyptian, Italian and other UK aircraft.

The size of the Chinook presented some problems in handling for Ocean. There are only six Sea King sized landing spots available on board, each RAF aircraft taking up one-and-a-half of them - and the ship's aircraft lift was quite tight for the larger helicopter.

With the blades removed the Chinooks could be lowered into the hangar, but the evolution to test that drew a crowd of spectators.

The aircraft's weight, too, turned out to be a major factor. Some ships can only accommodate the Chinook below its maximum, all-up weight, while in other circumstances the downwash can be enough to blow people over, and occasionally other equipment.

Embarked with the aircraft were five members of the new Joint Helicopter Support Unit who accompanied the eight RAF aircrew and 21 engineers.

Valuable lessons were also learned by the Commando Logistic Regt. Its members provided over a million litres of water for the RM force, as well as 400,000 litres of fuel and 30,000



man-day rations - which all had to be landed or obtained ashore.

The regiment was also responsible for repair of vehicles and machines, its Workshop Squadron having to keep every item operational as the dust and sand worked its way into the systems.

Alongside those tasks, Bright Star brought about the biggest joint RM/RN deployment of medical support teams since the Falklands War in 1982.

Supplementing the Logistic Regt's Medical Squadron were

Naval Surgical Teams from Derriford Hospital, Plymouth, the Royal Hospital Haslar and members of the Royal Marines Band from Britannia Royal Naval College.

As well as participating in exercises, Logistic Regt medics were called on to treat cases of heat exhaustion. Their quick action also saved the life of at least one Egyptian civilian involved in a nearby car accident, and brought swift help to relieve the suffering of six more of the injured.

The regiment worked closely with the Dutch Marines, and together demonstrated the combined ability to sustain a large force in difficult conditions.

Ships which comprised the Amphibious Task Group were the assault ship HMS Fearless - in which ATG Commander, Commodore Niall Kilgour, flew his pennant, HMS Ocean, Type 42 destroyer HMS Edinburgh, Type 23 frigate HMS Cumberland, five minehunters, eight RFA vessels and the Dutch assault ship HNLMS Rotterdam.

Ships of the minehunter force spent time in the Black Sea working with the Bulgarian and Romanian navies as part of the Partnership for Peace programme.

■ HMS Cumberland's return - page 25.

● An RAF Chinook starts up on the flight deck of HMS Ocean. The month-long embarkation of two of the aircraft in Ocean is reckoned to be the longest deployment of the type in a Royal Navy warship.

Strategic shipping bidders get extra time

SHIPPING companies who wish to tender to provide the Ministry of Defence with six roll-on roll-off ships have been given more time to produce their bids.

Invitations to negotiate to provide the expanded sealift capability were first issued in March to a shortlist of four concerns - Novomar, Maersk, Andrew Weir and the Sealion Consortium.

Bids were submitted in July and it was intended to select a preferred bidder last autumn - but MOD has now agreed to allow the bidders until January 14 to confirm that their bids offer maximum value for money.

A final, preferred bidder will be announced in the spring.

MOD says the extension is being allowed for commercial reasons, but will also allow the Sealion consortium - of which Kvaerner Govan is the preferred shipbuilder - time to confirm without prejudicing the fairness of competition.

Centenarian in birthday call on HMS Excellent

WORLD War I veteran William Taylor spent part of his 100th birthday celebrations visiting his old establishment, HMS Excellent.

Mr Taylor, who joined the Navy in 1918 as an hostilities-only rating, stayed on in the Service after the war, becoming a Commissioned Gunner and eventually a lieutenant before retiring from the Navy in 1949.

He served at HMS Excellent - then the RN Gunnery School at Whale Island, Portsmouth - as a PO Gunnery Instructor and at one stage was in charge of the West Battery.

He also won the Cdr Llewellyn Prize for being the best student on his GI course.

After his Naval career, Mr Taylor spent 20 years working for Ordnance Survey.

He was accompanied on his visit by family and friends.

Legal Advice

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Thirty years ago, on February 2 1970, Lt John Brigstocke was, at 24, the youngest officer to hold a sea-going command in the Royal Navy. This month he retires as Second Sea Lord after presiding over an ambitious programme of reforms in "people matters" – and, he told *Jim Allaway*, the goodwill towards Navy people from the top people in Government has never been greater.

There are three main differences Admiral Sir John Brigstocke notices between the Navy he joined 38 years ago and the one he leaves now – and two of them have to do with its people, rather than its hardware.

"Their intellectual calibre has gone up in parallel with the every-increasing complexity of what we do. They now have much higher qualifications, far greater skills, are ten times more questioning, very knowledgeable and rightly more demanding in wanting to know why they're doing what they do and where it is all leading.

"Secondly, while the Navy of the early 1960s had style and panache, was very professional in many ways and had many excellent seamen, the pace of life was far slower. We've become more demanding of ourselves and the standards we are trying to achieve. In spite of that and the much greater reliance on technology today, the old spirit of resourcefulness is just the same, though – you have only to remember the Falklands War, with people mending Seawolf missile systems with parts taken from the Wardroom toaster, to recognise that!

"But the other big difference is in the quality of the ships and weapons systems. People who haven't been in the Navy as long as I have don't realise the extent to which platform and equipment capability and reliability has improved out of all recognition."

What changes did he foresee in the decades to come, then?

"With the acceptance of a strategy based on maritime expeditionary warfare I see the size and shape of the Navy, in hardware terms, stabilising. But the number of people will continue to decline with ever greater automation and multi-skilling."

But surely we are having trouble getting enough people to man the ships we have now?

"The recruiting figures are the best we've had for five years. We are rapidly recovering and I am entirely confident that as long as we deliver on all our promises on how to improve the lot of our people, retention will be sufficiently good and recruiting sufficiently soundly based for the achievement of full manning by 2002."

"Gapping stemmed from the complexity of running down the end of the Cold War Navy of 75,000 to the present strength of

some 45,000. With hindsight, the recruiting taps should never have been turned right off several years ago, and were turned back on too late. We mustn't make that mistake again.

"But alongside that, there is a reducing number of people in society with any sort of experience of the Armed Services and that is bound to affect recruiting – and that is why we must stop being the Silent Service. We must do more to tell people what we do and why we do it, if we are to attract sufficient recruits of the right calibre."

"If I had my way, every single ship would be named after a city or town in the UK. I know from being captain of HMS York that the name link with the city helped us build an especially splendid affiliation. All common sense tells you that it helps – if we need to make the nation more aware of the Navy, what better way than to give every place its own ship?"

Wasn't the new plan to reduce the period of notice counter-productive in terms of retention?

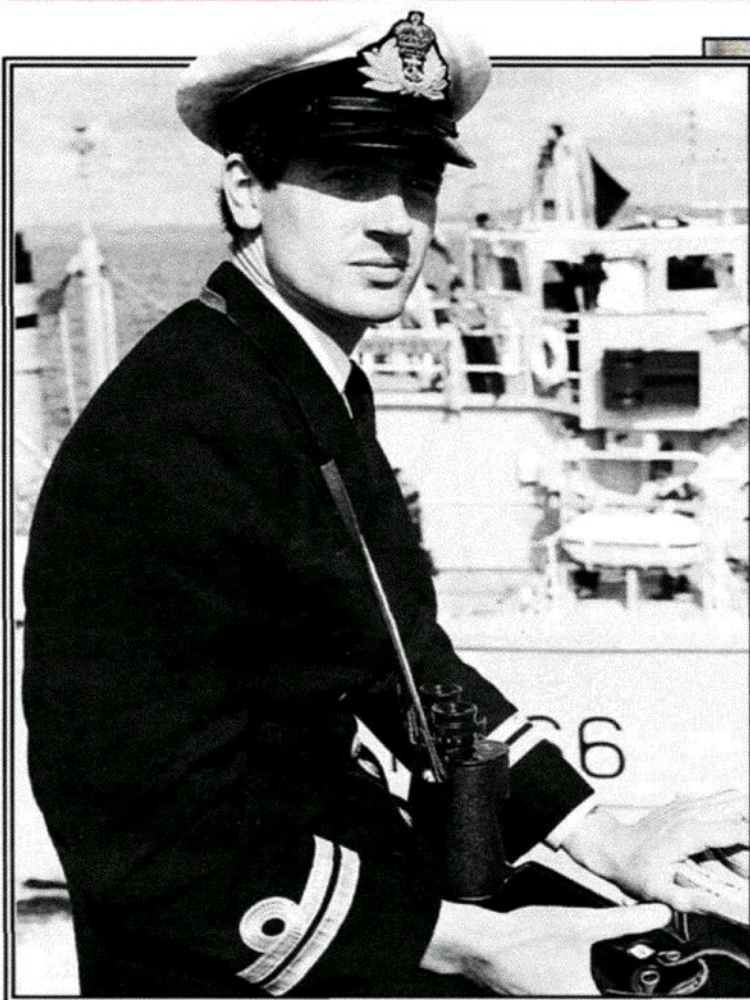
"I don't believe so. Morally, we have no right to keep people against their will. We must run a Navy in which people want to stay. The notice period should be as short as it can be without disadvantaging those who are staying on."

"So I decided on a year maximum, common to officers and ratings, which enables us to keep in place the right drafting notice. I believe it will help retention because 18 months, the current period, is a long time for someone under 25 or 30 to contemplate having to stay for."

"If you know you can leave in a

After the post-Cold War cutbacks, fresh

SECOND GROW



● Above: Lt John Brigstocke on the bridge of HMS Upton, 1970. Right: arriving on board HMS Victory, his flagship as Second Sea Lord and C-in-C Naval Home Command, 1997.

had. And, frankly, if we can't keep our people, then we don't deserve to stay in business. A year is reasonable, 18 months is not, in modern employment conditions."

they will compete on much more equal terms once they've had the operational experience and the time in.

"And we've only had women at sea for about eight years. In my day, we took command of frigates at age 31 or 32. Now it's nearer 38, so it's some time yet before any woman who's sea-going will have had that level of experience. It's all related to the age at which people join now. I had my first command at 24 – many people at Dartmouth these days are older than that when they arrive."

"The initiative I'm most proud of was my decision to remove all the totally unnecessary rules which prevented so many of our warrant officers going to Dartmouth and gaining commissioned rank. It was another black hole – if you were a bright young warrant officer over 34 you had nowhere to go, nothing to aim for. Now warrant officers can go to Dartmouth so long as they have time for just one job as an officer before they leave."

There is a good number at the college now taking advantage of this – and it's totally worthwhile from our point of view as well as theirs, because we're dealing here with men and women of immense experience and we can make proper use of it."

"We've established promotion on merit, too. The 'time' rosters for ratings are being steadily phased out and soon all advancement and promotion for ratings and officers will be purely on merit. And for officers we've stopped the appalling business of people being passed over for promotion, however well they might do in the future. Now there are open ended zones, and people can get promoted at any stage."

When last interviewed for *Navy News* in September 1998, Admiral Brigstocke was shown by our car-



'The determination at ministerial level to do the right thing is there – we have to help turn that goodwill into reality.'

year, you're more relaxed about your position than if you're thinking 'I might want to leave in a year and a half so I'd better apply now, just in case.' Once someone has applied 'just in case', then there's a sort of inertia about reversing the process. Some people do, but an awful lot don't and later wish they

The time factor was also crucial in promotion and advancement – and particular strides had lately been made in this area.

"People ask me regularly why we don't have any women admirals – and the answer is that a woman who hasn't been to sea can become an admiral, and indeed may. But



● "If I had my way, every single ship would be named after a city or town in the UK." The ship's company of HMS York, Admiral Brigstocke's command in 1986-88, exercising their rights as freemen of the City of York last year.

toonist "Smiles" firing a broadside of cannonballs from the deck of his flagship as Commander-in-Chief Naval Home Command – each of them labelled with an item on his agenda.

"I think most of those have hit

the target! Reduced gapping is happening so fast now that the employers are getting a bit concerned because they were planning to use the money for other things – and are now having to pay for the people because the gaps

shoots are showing through, says 2SL

WTH REVEALED



an ethos in the Navy which is racial. We must continue to ensure we do not cut ourselves off from some extremely capable people in these communities.

"The Compulsory Fitness Test is up and running and has been widely welcomed.

"Better accommodation in ships – there is a firm aspiration agreed by the Navy Board for major improvements in shipboard accommodation, with a view, eventually, to six or four berth cabins for junior ratings.

"Individual personnel management – there's a long way to go, here, but the continuity drafting trial down in Devonport is giving the Operator Maintainers of the Sixth Frigate Squadron individual career management and it has been greatly welcomed. We now plan a rapid expansion of this concept.

"Email and satellite TV for all ships – email is almost in place and Internet-connected computer terminals are available in community centres on Married Quarter estates. Satellite TV at sea is difficult to achieve because of the size of the large stabilised aerial. The solution, we hope, will be to transmit television in near real time, and trials of the equipment have commenced.

Lifelong learning opportunities – our aim is to create an environment where training for personnel is seen as a natural part of Service life. We are improving our learning facilities, issuing Personal Development Records to our personnel, and providing substantial sums of money to support learning via the Enhanced Learning Credit scheme to be introduced later this year. Under this scheme, an individual will be able to make contributions over a period of time so that he is able to pull down larger sums of money when he needs it. This could be up to ten years after he leaves the Service.

"The Navy Support Line scheme – I'm reassured that we don't have a vast number of callers, but those who do call often ring more than once and express great gratitude for the advice and help they get.

"We've made a small breakthrough on rail warrants for singles as part of the 'get-you-home' package and we're making steady progress towards achieving greater equity of allowances overall between married and single people.

"We've now introduced grown-up rules about alcohol consumption in shore accommodation – and there hasn't been a single significant incident caused by this change. Commanding officers of shore establishments tell me that in many cases, particularly with trainees, they actually do more studying now they can have a can of beer in their cabins rather than have to go out for a drink.

"A major project is underway to ensure that all new recruits have the opportunity to reach an acceptable level of achievement in Key Skills and Level 2 NVQ. Currently over 60 per cent of initial training is accredited to Level 2 NVQ and this is expected to rise to over 85 per cent by 2002. The intention is that quite soon there will be nobody leaving the Navy without some form of civilian accreditation for their Naval Training.

"The Services Families Task Force is already stopping Service

people going to the bottom of waiting lists in the National Health Service and for school places when they move location or leave the Service. Alongside that the Families Association is developing well.

"There is one other thing which I hope everyone will support – Voluntary Deduction from Pay for charities. This was introduced in December and all proceeds will go to support ex-Navy people. Our people are unbelievably generous to a whole range of charities – but it's time we did more to look after our own.

"Many of these people measures are low cost or cost nothing at all. But you can't do everything without spending money. No-one suggests that you can't have a bigger or better destroyer than the last one at no extra cost, and the same thing applies when it comes to improving the lot of our people.

"Chief building project lately has been the £4 million upgrade to senior rates accommodation in HMS Nelson, which is now open. But putting right single living accommodation across the country is a problem for all the Services. Some of it is very poor, and to really tackle it is going to require a very significant sum of money.

"But, overall, I leave the Navy optimistic about the future. In my two and a half years in this job I have been greatly reassured that two successive Secretaries of State and Armed Forces Ministers have shown greater interest in the welfare of our people and their families than I've ever known before.

"There are still some major funding issues to access, but the determination at ministerial level to do the right thing is there – we have to help turn that goodwill into reality."

Dear Mum,

January 5, 2010

We are in the final month of our N470 deployment – it hardly seems like three months ago when we left Portsmouth. The Deployment Leave Allowance and financial bonus means we can make the most of our time away, and it was great that the Navy paid for Sharon to fly out to join me in San Francisco – I almost proposed to her but we talked about it and decided to leave it until little Jack goes to school.

When the ship goes front line next year, I'll be looking after the lad. The Captain has already told me it will work out alright – as a single mum herself, she understands the problems.

The new destroyer is a super ship and they've really ironed out all the difficulties they had in the first of class. My Chief served in HMS Bradford and he notices the differences – it seems hard to believe that not even the Senior Rates had their own cabins back then. I had a really good few hours in the cyber suite last week and I hope you liked the photos I downlinked from the visit to Acapulco.

Anyway, I must sign off now as I'm meeting Gupta in the on-board Pizza Hut in ten minutes and I want to make sure this makes the next web-burst.

Your loving son,

Jack

● Above: 2SL looks ahead. At the annual meeting of the Royal Naval Benevolent Trust on board HMS Warrior in October, Admiral Brigstocke, read out an imaginary 'Letter from a sailor to his mother' dated January 2010. He was only half joking, he says . . . Below: Opportunities for study in the Navy have never been better – with WOM2 Paula Beba while visiting classes under instruction in the Communications Faculty, HMS Collingwood.



are being filled.

"The Short Engagement Seaman was a great new initiative which has had the added advantage of helping to fill some of the gaps – and it has also been a means to indirect recruiting for

longer engagements.

"Ethnic minority recruits have doubled – and I'm pleased to say that, on average, they are staying in the Service longer than their 'non ethnic' colleagues, which suggests to me that we've never had



The GANG PLANK Club

CHAT PAD

Another millennium passed - just like that! Thanks for all your letters in 1999, now we need lots more in 2000!

This year looks like it's going to be a bumper year for Gang Plank members, we've got some very special treats in store! Look out for your own very special Millennium Mug - the Royal Navy and Navy News have got together to send all members a mug for you to keep.

The crew all loved the pictures sent in by Rhiannon, her Dad worked in the Australian Navy! David Fry was very polite and sent a nice note to say thanks for his Construction set which he won as a prize in the Witch colouring competition and hard luck to Megan Cox whose sunflower seeds all got eaten by some fat slugs - Yuck! We look forward to hearing from you all!

A VERY hearty, happy New Year to all you landlubbers! We're now on the high seas again, bound for some warm waters in that there Caribbean. Me crew are looking for their straw hats and sun cream.

On this 'ere ship we've all made some New Year Resolutions. Me crew Jack has promised to help more with the ship's chores. Susie has told me she will spend more time on her school work and Technocat says he will stop stalking birds in the crow's nest!

I have promised to learn that there new fangled computer thing. Herbert Higgins, me navigator, tells me it will help me to find out all sorts of things. We shall see me hearties!



New Year, new pet?

WERE YOU lucky enough to get a new pet for Christmas? Are you thinking of getting a pet this year?

Don't forget whatever pet you get it will need a lot of looking after and, as it's your pet, it should be you who looks after it and not anyone else!!

Technocat is very well looked after by Captain Plank

Some top tips from the animal experts

and all the crew. He's also a bit of a special cat, being able to talk and being very, very intelligent!

Technocat was a bit worried about how you were going to look after your pets

so he thought he would look on the Internet to see if there were any good ideas. Here's what he found:

RSPCA - One of the best sites on the Web for information and fun is the Royal Society for the Prevention of Cruelty to Animals, it's even got a Kids Fun section.

You can find it at www.rspca.org.uk. If you aren't on the web, then you can still contact the RSPCA on 0870 444 3127.

Cats Protection League - this is at www.cats.org.uk. There is also a Helpline for more information - 01403 221919

If you want to find a great site about Dogs, there's one at www.dogsonline.co.uk

The People's Dispensary for Sick Animals has an interesting site at www.pdsa.org.uk. You could consider becoming a volunteer for them as they have a special Youth Challenge. You can also call them on 01952 290999.

Don't forget all pets need regular water, food and shelter.

Some animals don't like lots of fuss and attention so, if you want to shower your pet with lots of love, find out whether your chosen pet actually wants to be loved BEFORE you get it!

January birthdays



GANG PLANK CLUB members with birthdays in January are: Olivia Mansfield, Daniel Shaw, Emma Wrigley, Samantha West, Jenna Wood, Erin Duffy, Ryan Whittaker, Nathan Lavin, Fabian Healey, Jacob Bushell, Brent Norton, Laura Slater, Adam Spivey, Jennifer Morris, Michael Dunk, Barry Horler, Sami Hussain, Holly Hancock, James Williams, Alex Parrott, Natasha Lewis, Stephen Aspin, Thomas Marrant, Callum Osborne, Rachael Paul, Sian Morris, Jamie Lee Nixon, Rebekah Coleman, Lee Garland, Sharon Packer, Melody Adams, Gareth Davies, Matthew Gillmore, Andrea Goltz, Andrew Steele, Jeni Noble, Steven Whitworth, Karleigh Cogdale, Kimberley Burrell, Martyn English, Karl Dennis, Jack Absalom, Rachael Worsley, Shariene Garrity, Charlotte Bowser, Amy Walker, Alastair MacFarlane, Thomas Shaw, Gary Downie, Alison Greig, Gary Reid, Sam Goode, Mary Tilston, Luke Strickland, Oliver Heaton, Christopher Norman, Geoff Cooper, Rachel Reynolds, Daniel Healy, Gemma Smith, Maisie Dulling, Kayleigh Bird, Andrew Bevington, Mathew Killick, Matthew Rush, Ella Cole, Samuel Dunn, Jon Kingsley, Samantha Portsmouth, Daniel Lane, David Burdon, Nicholas Barton, Jonathan Price, Simon Valentine, Natasha Barker, Joanna Batchelor, Gareth Ward, Edward Potts, Claire Lambert, Shannon Spayne, Joseph Tinker, Steven Allcock, Cathryn Steele, Jenni Steele, William King, Kitty King, Emily Chipin, Gareth O'Flaherty, Scott Caffel, Paul Siemaszko, Hannah Rogers, Christopher Nicholls, Leanne Willats, Ryan Quartermaine, Carl Dawkins, Zak Harper, Amber Jones, Samuel Talbot, Megan Wilkes, Kirsty Blanks, Katy Edgell, William Hudson, Thomas Ferrier, Edward Febry, Jamie Topham, Ross Grosvenor, Jordan Brayshaw, Steven Downes, John Donnelly, Robert Webb, Donna Matherson, Charlotte Senn and Catherine Allen.

Climb aboard and explore your very own...

'GangPlank Club' website at www.navynews.co.uk

Try and find 'Fidget the Parrot'... he's hidden somewhere. Then send us a postcard and tell us where you've found him. (Don't forget to include your name, age & address)

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Surf 'n' Search with Techno...

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What's it like to be a Navy Diver?

GANG PLANK members are often asking us about exciting and interesting jobs in the Royal Navy so we will be taking a look through the porthole at careers in the Navy, starting with Divers.

There are two types of divers in the Navy – Ship's Divers and Clearance Divers. A ship's diver is a volunteer who comes from any rank and any specialisation in the Navy and gets involved in some pretty important tasks.

If a ship has a problem that is under water the only way of fixing it is either to take it out of the water, which costs thousands and thousands of pounds, or get someone to look at it in the water. Here's where the Ship's Diver gets busy. He can

- Search a ship's bottom!
- Do minor underwater maintenance and repair.
- Free the ship's propellers of rope or other obstructions.
- Do emergency work such as recovery of ditched aircraft.

There are no special qualifications needed to train to be a Ship's Diver but, because there is quite a lot of maths in diving theory, a volunteer has to be able to do the

sums, and be pretty fit too! Oh, and also pass an aptitude test.

This is a test to see whether the person is suitable for training to be a diver. (Technocat hates getting his fur wet and Susie doesn't like dark water so they would fail the aptitude test!)

If a volunteer passes the tests, the next stage is a four week training course at the Defence Diving School, based at Horsea Island near Portsmouth.

The good news is that if someone passes the course and becomes a Ship's Diver they get additional diving pay.

CLEARANCE DIVERS

The Royal Navy's Clearance Diver Branch is a specialist branch of the Navy and has about 490 officers and ratings. The people in this

branch have all decided to make their Naval career in diving.

The main tasks that Clearance Divers get involved in are:

- Identifying mines and using explosives to destroy them.
- Being on stand-by on a 24-hour basis to provide specialist diving support, wherever and whenever needed.
- To assist with counter terrorism.

It all sounds very exciting and it is! But it's pretty tough to get into the Clearance Diver's Branch.

First you have to pass a medical test and then a strict aptitude test - this has two parts:

1. The first part is a series of physical tests, and you can see how hard they are in the 'How fit do you have to be?' section on the right.



● MAKING A SPLASH: Divers training at the Defence Diving School at Horsea Island. Picture: SFPV

Just how fit do you have to be?

DIVING can be extremely hard work and you need to be very fit to be a clearance diver. The tests they have to pass are:

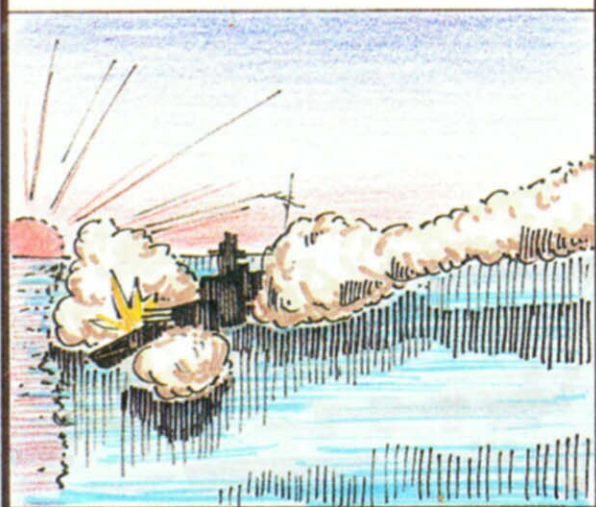
- A 1.5-mile squad run in 15 minutes followed by a 1.5-mile individual run in ten minutes 30 seconds.
- A 200-metre load carry of 29 kilograms in two minutes
- Eight pull-ups, six dips and 40 sit-ups!

Special thanks go to Lt Commander Podmore at the Defence Diving School for his help to the Gang Plank Club in writing this article.

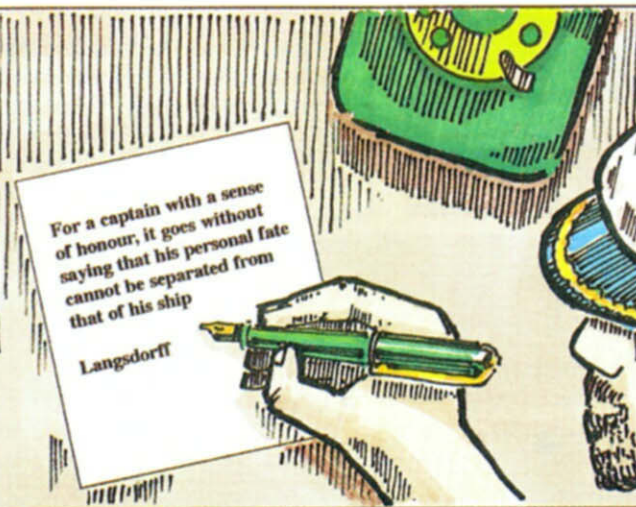
Montevideo, December 17, 1939. Three quarters of a million people gather on the shore to watch the Graf Spee steam out of the River Plate in the early evening.

BATTLE OF THE RIVER PLATE

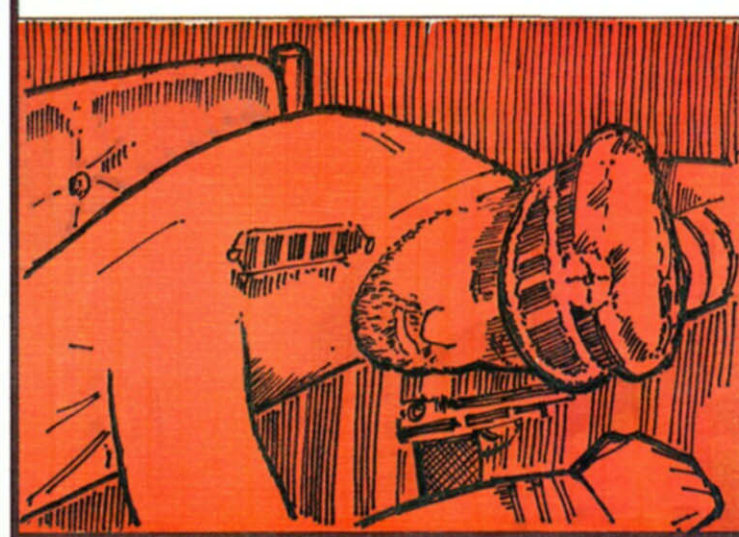
2054. AS THE SUN SETS, VIOLENT EXPLOSIONS TEAR THE BOTTOM OUT OF GRAF SPEE AND SHE QUICKLY SINKS INTO THE MUDDY ESTUARY.



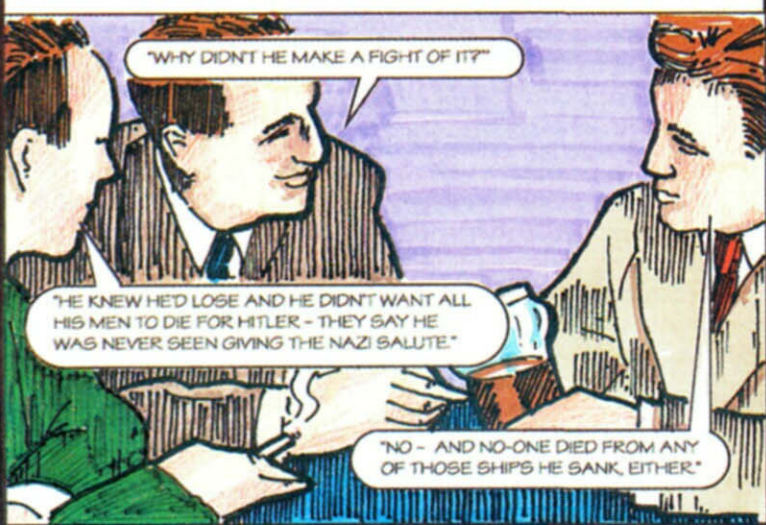
DECEMBER 19. LANGSDORFF WRITES HIS LAST LETTERS TO HIS FAMILY - AND TO THE GERMAN AMBASSADOR IN MONTEVIDEO:



HE LAYS OUT GRAF SPEE'S BATTLE ENSIGN - AND SHOOTS HIMSELF!



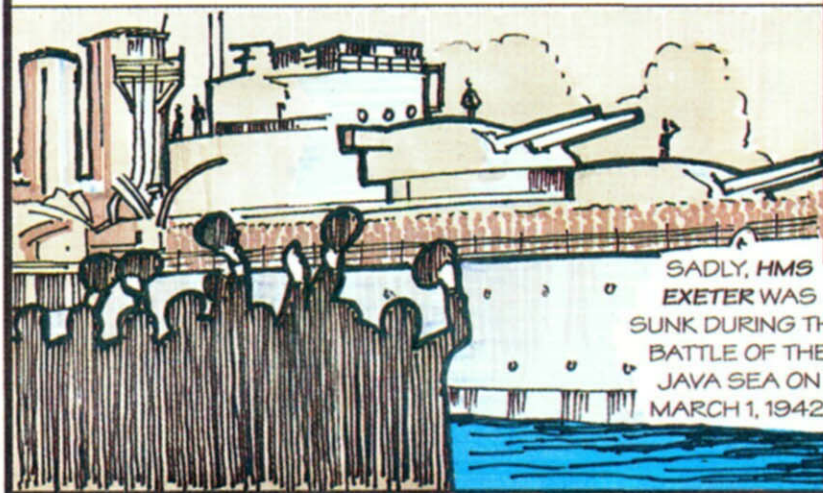
HIS ACTION SHOCKED MANY ROYAL NAVY PEOPLE - OTHERS WERE MORE UNDERSTANDING.



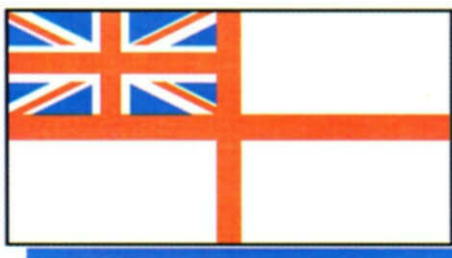
LORD HAW HAW, THE BRITISH TRAITOR WHO BROADCAST FOR THE GERMANS, HAD BEEN SAYING THAT THE EXETER WAS SUNK.



BUT ON FEBRUARY 14TH, 1940, EXETER BLACKENED AND BATTERED FROM END TO END, ARRIVES HOME AT PLYMOUTH - WHERE THOUSANDS GATHER TO CHEER HER.



SADLY, HMS EXETER WAS SUNK DURING THE BATTLE OF THE JAVA SEA ON MARCH 1, 1942.



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For further information, contact your nearest Reserve Training Centre
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For details of these phone 0345 300123 (24hrs) or 01705 727676.



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All applicants will be reviewed and only those considered suitable will be contacted.

IRISH NAVAL SERVICE



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Applications are invited from males and females for appointment as
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which is based in Haulbowline, Co. Cork. Successful candidates will be
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PROFESSIONAL QUALIFICATIONS - Watchkeeping Officers

A candidate must possess -

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Candidates must be under 32 years of age on 31 December, 1999.

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Short Service Pay of IR£20,000 (€25,395) over 3 years, while on contract.

HOW TO APPLY

Details and application forms are available by contacting:

**Secretary General,
Competitions Section,
Department of Defence,
Infirmary Road,
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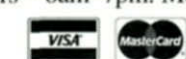
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Drafty: War Drafting Control Office



Reservists have full time opportunities

A UNIQUE and important section of the Naval Drafting Directorate is that of the War Drafting Control Office (WDCO).

It is responsible for co-ordinating the allocation of Royal Navy active service and reservist rating manpower to crisis and war billets, as well as being responsible for administering all RN and Royal Marines ex-regular rating and other rank Reservists.

In addition, the section manages the pre-matching of ratings to Crisis billets and the Full Time Reserve Service (FTRS) scheme. This Drafty's Corner article concentrates on the FTRS scheme.

One of the obvious peacetime benefits of Reserve Forces Act 1996 is the Full Time Reserve Service (FTRS) scheme.

Although applicable to officers as well, in the case of ratings and other ranks the scheme enables ex-regulars of the Royal Fleet Reserve (Non Commissioned) - RFR (NC) - and members of the Royal Naval Reserve - RNR - to volunteer to fill gapped service billets.

FTRS is not available to Pensioners, who are members of the Recall Reserve (RR), but a scheme has recently been introduced allowing Pensioner Reservists to exceptionally transfer to the RFR (NC).

This would only be permitted if an FTRS job had previously been provisionally identified and earmarked for the individual.

The length of a single FTRS commitment (contract) is between three months and two years, with a formal agreement being drawn up between the Service and the individual.

Reservists may subsequently apply for further commitments and FTRS preserved pension rights apply retrospectively once an aggregate of two years is completed.

Reservists can apply either in general

terms or for a specific billet - FTRS employment will always depend on a suitable job being available so cannot be guaranteed.

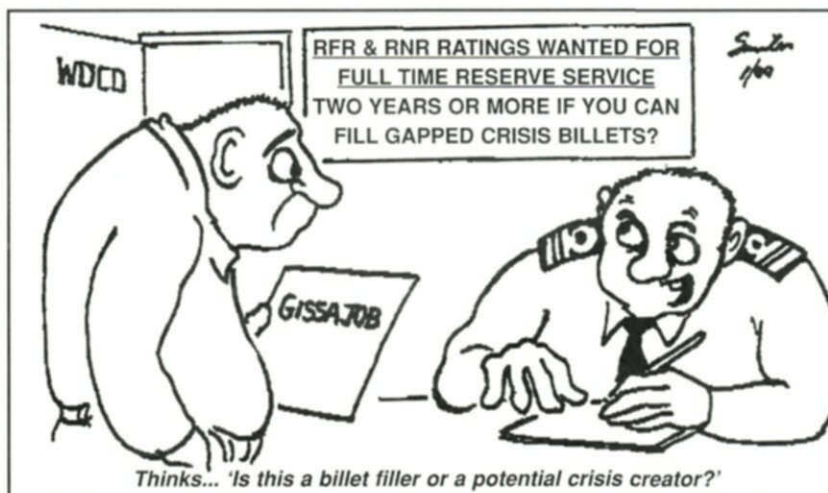
But the more flexible an applicant is prepared to be, the better the chance of a commitment. Eligibility is subject to the satisfactory completion of a full service Medical examination.

There are three types of FTRS called Home Commitment (HC), Limited (LC) and Full (FC), determined by whether the defined duties of the job are carried out in the one location (HC), involve a "limited" amount of travelling away from the main location (LC) or involve a need for annual deployment in excess of 35 days (FC).

Each case has to be decided on its merits but all sea jobs, for example, are automatically FC. The HC type definition is nothing to do with where the person's normal home area is.

Basic pay rates are as for regular personnel and the same for each FTRS type, but the rate of X-Factor differs, being 0% for HC, 5% for LC and the maximum of 12% for FC.

Entitlement to some allowances is less than for Active Service and entitlement to accommodation, for example, will also differ somewhat between FC and the two other types of FTRS. Full details on the FTRS scheme are available on request.



There are currently nearly 170 reservist ratings on FTRS - nearly 30 of them are serving in ships while the others are in a wide variety of shore billets, in particular Communications and Operations support but also General Billet jobs, such as establishment security.

Largest numbers on the scheme are within the Operations Branch, followed by Supply, but also Technical and FAA, as well as a small number serving in nuclear submarines alongside in Rosyth and Devonport.

From the Service point of view, the scheme is helping to provide manpower to Units that may otherwise have to accept gaps. From the Reservist angle, there is the obvious benefit of defined employment without having to commit themselves for several years, as well as, especially in the case of the RNR, providing opportunities for further training and experience.

Any Reservist interested in FTRS should enquire or apply through their Reserve Training Centre if RNR or the Registrar of

Reserves section (WDCO) if RFR (NC) or RR.

THE TEAM

The War Drafting Control Office staff, located in Centurion Building (phone BT 02392-70 or Mil 93844) are:

- WDCO and Registrar of Reserves Lt Cdr Nigel Parry Ext 2384
- Assistant WDCO/Office Manager POWWtr Tracey Newell 2105
- Office Writer: WWTR Rebecca Nellist 2485
- Reserves Administration: RN/RM Pensioners Mrs Pauline Bennett 2046
- RN/RM RFR (A-K) Mrs Mary Parry 2253
- RN/RM RFR (L-Z) Mrs Gail Brooker 2199
- RFR Annual Reporting & FTRS Mr Ron Harley 2252

Situations vacant

THE NAVAL DRAFTING Directorate is seeking volunteers for the following:

Two CAEM(L)s for HMS Ark Royal. Shore and sea billets based at Rosyth then Portsmouth, one for Stores, one for Weapons Supply, required January 2001 for 27 months.

Two CAEM(L)s for HMS Ark Royal. Sea-going billets based in Portsmouth, one for Stores and one for Weapons Supply, required from July 2001 for 27 months.

Two CAEM(R)s for HMS Ark Royal. Sea and shore billets at Rosyth and Portsmouth, one for WRAM Admin, another for Avionics Workshops, both required January 2001 for 27 months.

LMEM(M) for HMS Fearless, a sea-going Portsmouth billet required July for 30 months.

MEM1 for HMS Endurance. South Atlantic billet, MEMOC required from July 2000 for two years.

MEM1 for HMS Cottesmore, a sea-going Faslane billet (NI Patrol) MEMOC required June 2001 for 18 months.

Two MEM1s, one for HMS Bridport, one for HMS Sandown, sea-going billets based at Faslane from June then Portsmouth from March 2001. 30 months in all.

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DEMAND IS HUGE! - ORDERS NOW BEING TAKEN...

Cumberland back after some light exercise

HMS Cumberland's three-month commitment to the Royal Navy's Exercise Argonaut deployment ended when she returned to her Devonport base in December.

The Type 23 frigate had taken part in NATO's Exercise Northern Lights in September, and then joined HMS Ocean and the rest of the Amphibious Ready Group for Exercise Bright Star off Egypt.

During the deployment Cumberland exercised with warships from France, Germany, Italy, Greece, Egypt and the USA. She visited Gibraltar, Corfu, Alexandria, and Haifa – from where many of the ship's company were able to take trips to Jerusalem and Bethlehem.

Dutch frigate's month in UK

A DUTCH frigate has been spending four weeks in Britain for post-refit training.

HNLMS Tjerk Hiddes has been undertaking a specially tailored programme under the Royal Navy's Flag Officer Sea Training organisation.

The Royal Netherlands Navy is one of FOST's principal overseas customers.

Navigation book was hand-crafted by 16-year-old trainee officer

Rare discovery from Nelson era goes into museum's care

A BOOK on navigation skills hand-crafted by a teenage boy in Nelson's time, has been recognised as a masterpiece of its kind and a rare and valuable record of how student officers were trained almost two centuries ago.

The painstakingly created record of work by George Tyrell – who later rose to the rank of captain – has now been handed over on loan to the Royal Naval Museum at Portsmouth by the School of Maritime Operations at HMS Dryad.

It was completed at Portsmouth Naval Academy in about 1807 when Tyrell was aged 16, and has been referred to by generations of officers learning navigation. Then amateur historian, Lt Cdr Alan Webb, recognised the volume as an important historical document.

Tyrell's record was probably produced in the evenings by candlelight. Nevertheless, it has

been completed in immaculate copperplate and richly illustrated with watercolours and diagrams.

It forms an important record of the syllabus of the academy at the time, and – with a few other surviving examples – allows researchers to trace the development and changes in training.

Over the years it has suffered with use and has not been kept in ideal conditions. Now the volume will be correctly cared for and restored at the RN Museum, and its contents made available to researchers possibly through digital reproduction.

● A rare and beautifully crafted record of work by a student officer of Nelson's time is handed over to the Director of the RN Museum, Campbell McMurray, by Commodore John Rodley, Commodore of the School of Maritime Operations.



Resettlement

Ex-sailor is the first of new Army guards

A NEW branch of the Army, responsible for the armed security of military establishments in the UK, is seeking people from all three Services who have come to the end of their present engagement.

The 200-strong Military Provost Guard Service was formed less than three years ago, its first recruit being for-

mer RN rating Andrew Brooks.

Andrew, who left as an LS(R) after 22 years' service is now a lance corporal in the MPGS. For three months after leaving the Navy he applied for jobs with little success. Eventually a security firm in the Plymouth area, where he lives, took him on but, in his words, there was something missing.

He told Navy News: "I decided to change my employment and enlisted the help of the Regular Forces Employment Agency. They sug-

gested that I contact a Lt Col Moore who was setting up the MPGS."

He was successful in applying to join the new Service and was given instruction at the Royal Military Police Training School at Chichester. His first posting was to the Defence Intelligence and Security Centre at Chicksands, Bedfordshire, and he later went to the Royal Armoured Corps Centre, Bovington in Dorset.

"The transition from blue to green wasn't as bad as I'd first thought," he said. "There are major differences in ceremonial between the RN and the Army, not least of which is the unceremonious way in which the flags are raised and lowered and at no specific times."

"Saluting and marching were obvious hurdles to overcome, and I still can't see the point in trying to stamp my foot through the floorboards."

But, he says, there are major benefits: extra pension, entitlement to a family quarter or single accommodation, three months' termination notice after a qualifying period, access to employment courses, a private's starting pay of £12,600 and 30 days' annual leave.

"I have been treated well in the



Army," he said, "and believe that my colleagues and I are doing a worthwhile and satisfying job. Initially the 'old and bold' didn't know how to take us."

"Some were under the misapprehension that we were civvies in uniform and on an hourly rate. But once they had been told of our true status and role within the Army, they appeared to be suitably embarrassed by their mistakes."

At present there are six RN personnel and one ex-Royal Marine in the MPGS.

Those thinking of joining should talk to Pay and Pensions at Centurion Building. They should be fit, agree to serve as a private regardless of previous rank, and

● L/Cpl Andrew Brooks of the Military Provost Guard, and formerly an LS(R), watches an SA80 rifle being unloaded by a soldier of the Royal Armoured Corps.

will serve on Military Local Service Engagement.

■ Prospective applicants should read General Defence Council Instruction 370/96 and contact WO1 Holden AGC (RMP), HQPM(A), MPGS Recruiting and Training Wing, AGC Centre, Building 22, Worthy Down, Winchester, Hants. SO2 2RG (tel. 01962 887718 or military line 94271 2718).

RN equality policy wins gold award

THE ROYAL Navy's leading role in equal opportunities has been recognised at a top award ceremony.

The Service has won the Gold Standard of the British Diversity Awards for achieving excellence in diversity practice. The trophy signifies "a very high level of equality maintenance and achievement which is routinely sustained in accordance with the Commission for Racial Equality guidelines."

A silver award was also gained by the Naval Service in the business partnership category, and it was short-listed in four other categories.

Overall award for diversity practice by a Government Department went to the Ministry of Defence.

Expressing his delight at the award, the Second Sea Lord, Admiral Sir John Brigstocke, announced an increase in recruiting figures from ethnic minority groups into the University RN Units. Almost six per cent of officer recruits in the URNUs were from ethnic minorities – 44 out of 744 – compared with two per cent last year.

RFA get a new support set-up

ENGINEERING support for Royal Fleet Auxiliary ships is to be managed by a new body – an Integrated Project Team (IPT).

The team will operate within the Defence Logistics Organisation's Ship Support Agency and is dedicated to maintaining operational performance, availability and capability in a cost-effective way.

It will also ensure that the design intent of RFA ships is maintained and that any work aimed at updating vessels does not degrade ship safety, performance, reliability or availability.

Announcement of the creation of the team is made in General Defence Council Instruction 299/99.



● Successful Blackburn College student CPOMEA(EL) Steve Taylor with his wife, Caroline, receives his Btec Higher National Certificate/Diploma in plant engineering. Steve leaves the Submarine Service in January 2001 after 22 years. He is also registered with the Institute of Plant Engineers and the Engineering Council as an Incorporate Engineer in his preparation for employment outside. He is particularly proud of gaining a distinction in level-four maths.

Warning to engineers over non-accredited colleges

ENGINEERS leaving the Forces are being advised to be wary of entering professional engineering courses in colleges that are not accredited and giving qualifications that will not be recognised.

The academic qualification of an engineer is now more important, and the Ministry of Defence's preferred resettlement college – Blackburn – says that it is essential

for Service personnel who apply for an engineering course, whether at National or Higher National Certificate or Diploma level, to ensure that it is accredited and recognised by the Engineering Council and industry.

"There are many colleges who, on offering engineering courses, fail to meet the minimum requirements set by the Engineering Council," said Martin Topp of

Blackburn College. "Due to enrolment procedures of colleges a person who has completed a substantial amount of engineering training could be placed on courses far below the experience of most Forces engineers."

For information on professional status – plant, mechanical or electrical – or if more information is needed about accredited courses, call Mr Topp on 01254 691237.



A Navy News advertising feature

Moneywise



Now could be the time to go for remortgage

WITH the escalation of house prices, now could be the time to consider remortgaging – especially as experts believe that rates have reached the bottom and that special deals could peter out this year.

At present the market is highly competitive, with more and more lenders chasing custom – and with mortgage rates at their lowest for many years, it is wise to ensure you have the best possible deal.

If you choose a fixed-rate mortgage now it may benefit you when

the rates do rise over the coming years.

On the standard, variable-rate mortgage of £60,000, a borrower may be paying about £340 a month, but by switching to a fixed-rate mortgage of, say 4.65 per cent, repayments would be £232.

Each year hundreds of thousands of people remortgage to save money. It need not cost a lot of money to make the switch. Some lenders cover some – if not all – of the costs, including arrangement fees, valuation charges and legal fees.

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Insurance deal gets extension

A FIVE-YEAR extension of an exclusive range of insurance packages tailored to the needs of Service personnel and their families has been announced by Warrior Group Ltd.

Warrior provides specialist financial services to the military, and the insurance packages are offered through a contractual agreement with Norwich Union.

The extension of the agreement will enable Service people to continue to take advantage of value-for-money insurance policies including motor, kit, travel and home contents insurance, personal acci-

dent insurance and private medical health care.

All are available through branches of Naafi Financial Services via Warrior Customer Callcentres (Freephone 00800 7676 7777).

Warrior Managing Director David Austin said he was delighted that the deal will enable the Armed Forces and their families to benefit from a range of high-quality insurance products.

He said: "Our partnership with Norwich Union has enabled us to extend our range of insurance products which are proving highly popular with our cus-

tomers. Service personnel can be assured that they are being offered a secure, value-for-money service which has been designed with the unique needs of Armed Forces personnel in mind."

Welcoming the extension, Norwich Union Business Development Director Ken Wallace said: "We are very pleased to continue our good relationship with Warrior Group. The extended contract is very important to both of us and we will create the opportunity for better insurance products and customer services for our military customers."

MORE and more people are now managing their personal finances via the Internet, and insurance companies are beginning to embrace this new way of selling.

One of the areas in which this trend can save the customer time – and possibly money – is motor insurance.

The likelihood is that the last time you shopped around for car insurance, it took you the best part of a day on the telephone, locking you in to long conversations with salespeople, reciting the same information repeatedly.

Now there are websites that make the process far less tedious and costly, with some operators offering comparative quotes. Getting on for three-quarters of insurance companies now have websites – although as yet not all have an online quote service.

Some, however, actually offer discounts to customers who buy car insurance online, including

Car cover: It can be easier via Internet

Norwich Union and Eagle Star Direct which give discounts of ten per cent and 15 per cent respectively to their Internet customers.

Once you have the quote of your choice, payment via the Internet is usually either by credit or debit card or authorisation for a monthly direct debit from your bank account.

You can find the insurance companies' websites by going to: www.find.co.uk

Whether you're buying car insurance via the Internet, or over the phone, here are some tips to help you get a good deal:

Make sure you know the make, model, engine size, registration

number and age of the vehicle. Does it have any security system fitted? And has it been customised at all?

Check the number of years of no-claim bonus that you have, and whether it is protected. You will need to know your postcode and your home phone number and, if possible, your work number, too.

Decide in advance what kind of policy you want – fully comprehensive; third party, fire and theft; one driver only; or whether you want other, named drivers on the policy.

Make sure you know how much excess is on the policy – the amount you have to pay before your insurer will meet any claim –

and to what that excess applies.

The insurer may accept monthly payments, although many offer discounts for full payment straight away – make sure you know how much is involved.

Don't accept the first quote you get. Shop around for the cheapest policy. Call at least three insurers and ask them if they have any special deals – for older people, for instance, for women drivers or for a second car.

You should also ask for a reference number for any quote, which will cut down the time taken when you return to the insurer for more information or to accept their quote.

Beware of building up credit card debt

DURING CHRISTMAS and the New Year, credit cards can come in very handy – but beware of building up debts that may take you years to pay back, if ever.

Credit cards make it much easier to manage that seasonal expenditure – but the frightening fact is that less than a quarter of all credit card users in Britain pay back their balance each month.

Credit via plastic can be the most expensive around, the average rate of interest being not much short of 20 per cent, although rates as low as about five per cent are available on introductory offers.

To take advantage of the convenience of a card, at the lowest cost, users should pay off their bill each month, or budget carefully to pay off the Christmas outlay over the first few months of the new year.

By shopping around you can transfer your current balance to a card with a much lower interest rate. This will tend to give you breathing space, but be aware that many card companies will offer that lower rate only for a limited period – usually the first six months.

It is important, then, before you embark on a credit card spending spree, to work out first how and when you are going to pay the money back without incurring swingeing interest repayments that will

set you on a course of three steps forward and two back.

By using credit cards more wisely it is estimated that users in Britain could save an aggregate of almost £1.5 billion, January being the busiest

month for 'revolving credit'.

Above all, make sure that the credit card company or companies you are using are not ripping you off. While the credit may be easy, paying the money back may not.

DEBTS

FOR FREE CONFIDENTIAL ADVICE CALL NOW

FCL



If you are in a situation where you are unable to service or repay your creditors we may be able to help you.

Here is an example of a client we have helped.

Client A had served in the Armed Forces for 5 years. His previous marriage had ended with divorce and left him with a bill of £276 every four weeks from the Child Support Agency. He subsequently re-married and lived with his second wife and their new baby. The family found it very hard to survive financially and relied heavily on their credit cards and various loans which allowed them to manage. At this point Client A was sent overseas for 6 months. His wife struggled to cope at home on her own and especially with running the family budget by herself. By the time her husband returned it was clear that their debts had become unmanageable.

When we were contacted, their unsecured debts were as follows:

AnyBank Loan	£5,000
Finance Company Loan	£4,500
Credit Cards (2)	£3,500
Store Cards (4)	£3,000
Other Creditors	£1,000
Total	£17,000

We were able to restructure the family's outgoings and make an offer to their creditors that they were able to afford, over a 5 year period in *full and final settlement* of their debts.

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● Canadian secretary of the Royal Naval Patrol Service Association, Shipmate Patrick Griffiths, was among those who crossed the Atlantic to join this RNPSA Reunion at Lowestoft. It had proved to be a busy time for Ontario citizens Patrick and his wife, Mavis, as shortly before they had represented the RNPSA at the reunion of the US Navy Minewarfare Association, one of the highlights of which was a flag ceremony at the Alamo in San Antonio, Texas. As well as Patrick other delegates at Lowestoft included RNPSA members from New Jersey, Florida and British Columbia. Our picture shows the parade of standards.

Oak planted for the Arctic dead

MEMBERS of Enfield branch were prominent in the ceremony on Armistice Day for the planting of an oak tree to commemorate those who died on Arctic convoy duty in World War II.

The tree was planted near Enfield's war memorial by the town's previous Mayor, Cllr Stan Carter, an Arctic veteran.

He was assisted by another Arctic veteran, Ron Wren, chairman of the Arctic Campaign Memorial Trust, and by the serving Mayor, Cllr Eric Smythe. The ceremony followed the Armistice Day service of remembrance. An engraved stone will be added later.

At a gathering at Enfield Civic Centre, branch chairman, shipmate Ralph Beckett, presented £50 towards the Trust's funds, and a collection by Shipmate Jim Meader raised a similar amount.

RNA branches took part in remembrance parades throughout the country, Wigston & District

claiming that theirs was the last Association standard to be paraded at the century's last Remembrance Day parade. It ended at 1640, and standard bearer was Shipmate Jimmy James.

Branch News

Cork & County

Having dedicated their new standard at the Irish Naval Base church at Haulbowline, the branch held a dinner dance attended by 170 shipmates and guests from north and south of the border.

Guests included the Lord Mayor of Cork; the British Ambassador, Ivor Roberts; the British Defence Attache,

THIS NEAT and ship-shape looking houseboat, berthed in the peaceful haven of Bembridge Harbour, Isle of Wight, belies her heroic past.

In 1941-42 she was playing a far more dangerous role as MGB 320, undertaking covert missions to the German-occupied Netherlands.

And three of her crew are pictured meeting up with their old warhorse for the first time since those hairy days. With them is the owner of the old MGB, Paul Traquair.

The veterans are (l-r) former AB radar operator George Jarratt, ex-Telegraphist John Standley, and the boat's star-board 0.5 machine-gunner, Jack Davies, a member of Gravesend branch of the RNA.

Nicknamed Lucky Lady by her crew, but now renamed the Xoron Floatel, the old motor gunboat is a popular tourist attraction at Bembridge, and on board her the memory of the courageous Coastal Forces men and vessels are kept alive through the large display of memorabilia and photographs collected by Mr Traquair.

Among the stories in the



boat's past is that of intrepid agent Erik Hazelhoff, all of whose landings in the Netherlands are reputed to have been made by MGB 320. Hazelhoff's story was told in

the 1977 film *The Soldier of Orange* in which MGB 320's role was portrayed by MTB 102.

Although no longer resembling a ship of war, beneath the superstructure that constitutes

the Xoron Floatel's visitors' lounge, the graceful lines of a C-class motor gunboat can still be detected.

Picture by permission of Isle of Wight County Press.

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Cdr Martin Butcher; the US Assistant Military Attache, Cdr Fish; and the Commanding Officer and First Lieutenant of HMS Leeds Castle, Lt Cdr Ian McGhie and Lt Kevin Carter. Leeds Castle was making a courtesy visit to Cork, and while she was there a working party from the ship refurbished the graves of British sailors.

Wigston & District

Over 100 shipmates and guests – including members of the RAF, RM and Bevin Boys Associations – celebrated at a dinner dance hosted by the branch. Life memberships were awarded to the chairman, Shipmate Michael McKilroy, and certificates of appreciation to four associate members.

A street collection by the branch

raised £1,317, enabling donations of £300 each to be made to the Royal Naval Benevolent Trust, SSAFA Forces Help, King George's Fund for Sailors and the RNA Central Charities Fund.

Dartmouth

A talk on the misdemeanours of chaplains during Nelson's era was given by guest speaker, the Rev Nick Woodstock, Chaplain of Britannia Royal Naval College. During the evening, the Randall Phillips Memorial Cup for outstanding service was awarded to the branch standard bearer, Shipmate Charlie Pitts.

Swindon

President of No. 6 Area, Shipmate W. G. Clarke, and his wife Joyce, were guests of honour at the branch's Trafalgar celebration.

Hartlepool

Cleveland Radio entertainer Sue Sweeney starred at a buffet, guest of honour being Capt David Smith RN (ret), chairman of the HMS Trincomalee Trust.

Littlehampton & Worthing

Shipmates Phil Brown and Tom Harrison were awarded life membership certificates at a Trafalgar dinner dance at which Littlehampton and Worthing branches combined with Ford branch of the FAA Association. Guests of honour were the Chairman of Arun District Council, Cllr W. Parris, and his wife.

Cardiff & Brentwood

A former Commanding Officer of HMS Birmingham, Cdr M. C. Evans, was guest of honour at Cardiff's Trafalgar celebration, while the vice president of No. 5 Area, Shipmate Maurice Sheldrake, was special guest at Brentwood's Trafalgar dinner dance.

Norton Fitzwarren

Admiral of the Fleet Sir Benjamin Bathurst, former First Sea Lord, was guest of honour at the branch's Trafalgar Night dinner held in 40 Cdo's officers mess. He was welcomed by the branch presi-

dent, Shipmate Capt G. Eggleston RM (ret), and branch chairman, Shipmate Alan Fielder-Smith.

Liskeard

A tableau of the Battle of Trafalgar, complete with fireworks and music, was presented by the Riviera Hotel to mark Liskeard branch's Trafalgar Night spent there.

Over 120 shipmates and guests attended the event at which the guest of honour was the Commodore of HMS Raleigh,

Commodore Roger Lockwood.

Old Cleve

With other ex-Service and charitable associations, the branch held a fund-raising supper at Cleethorpes Memorial Hall to mark Trafalgar Night.

The event included a display by Grimsby Sea Cadets, and gifts for a mega raffle were provided by local traders and well-wishers.

Guests of honour were Shona McIsaac, MP for Cleethorpes, and her husband.



AMONG the many correct replies to our November competition was that of R. C. Cronin of Nuneaton. He receives our prize of £30 for spotting a detail from the seaplane carrying HM submarine M2 (1918-32).

For another £30, identify this ship. Complete the coupon and send it to

Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is February 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 59

Name

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My answer

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For decades Jaguar has been the epitome of sporting luxury, with sleek styling outside and top-class leather and wood trim for the interior.

But for ages the emphasis was on the XJ's boardroom target market, with big cars happiest on the motorway and rather thirsty – if impeccably refined – big engines.

They were effortless to drive but not particularly nimble and with long bonnets and boots, not terribly easy to park. And with new prices from £35,000 the latest models are still way beyond the means of many managers.

Then Jaguar remembered its sporting heritage, reviving the scintillating XK sports models, but with £50,000-plus price tags these

CAR FACTS

MODEL: Jaguar S-Type 3.0 V6 SE.
PRICE ON ROAD (standard trim): £33,150.
ENGINE: 3-litre 24-valve V6 producing 240bhp.
TRANSMISSION: 5-speed electronic automatic with traction control, rear-wheel-drive and sports mode.
PERFORMANCE: 0-60mph - 8 secs; top speed - 141mph.
ECONOMY: 23.8mpg (combined cycle).
INSURANCE: Group 15.
WARRANTY: Three years or 60,000 miles.

are still very much in the boardroom bracket.

And now there is the S-Type, priced from £28,300, which is more in the executive market, and with head-turning retro frontal styling reminiscent of the old S-Type of 30 years ago – as featured in the *Inspector Morse* TV detective series – it really cuts a dash.

If the price still sounds a little beyond your budget, it is predicted that these models – largely responsible for doubling Jaguar's sales over the past year – will retain 48 per cent of their value over three years.

There are two engine options: a 3-litre V6 and 4-litre V8, and for once, for Jaguar, manual transmission is standard on the 3-litre entry model. This gives the best fuel economy of the range (25.4mpg on the combined cycle) and lively performance with 6.9 seconds for the 0-60mph sprint and 146mph potential.

However, the alternative is a very sophisticated five-speed electronic automatic transmission in Jaguar's classic J-gate gearshift, with sports mode, normal Park

Jag's new S-Type really cuts a dash



● The new Jaguar S-Type, with a front styling reminiscent of the old S-Type of 30 years ago.

down to Drive positions on the right, and manual gear selection across and to the left.

A £1,100 option on the entry model, this is standard on the 3-litre V6 SE tested (manual a no-cost option) which runs out at £33,150 on the road.

This is a very complete Jaguar for those considering down-sizing, with all the class of high-gloss woodgrain trim and hide upholstery – replacing the entry model's cloth – complemented by a wood and leather steering wheel with multi-function controls for cruise control and hi-fi.

It runs on fatter alloy wheels (7.5in by 16in), and is distinguished by front fog lamps in the purposeful spoiler, and an electric glass sunroof.

As on the bigger cats there is full electrical adjustment of the front seats, steering-wheel position and mirrors, plus memory pack.

On the safety front all S-Types

have dual front and side airbags for the front seats, traction control, automatic headlamp switching, and an impressive security system including remote opening of the boot and automatic door-locking when you move off.

For practicality, the S-Types also have 60:40 split/folding rear seats, plus a ski-hatch, to extend the 13.1cu ft boot.

Even with automatic transmission, which is silky smooth, the performance is brisk with a claimed 0-60 time of eight seconds and 141mph potential, the only downside being that fuel consumption rises nominally to a combined cycle figure of 23.8mpg.

This is still respectable for a two-pedal machine of this size and per-

formance, and a 15-gallon tank gives a good range.

All the S-Types come with an excellent hi-fi system which you can appreciate in the quiet cabin. It can be upgraded, and other options include voice activation for audio system, phone, and the standard automatic climate control for £495.

The test car also had a satellite navigation system, which at £2,200 might be a little extravagant but will come into its own when Jaguar launches an upgrade in the form of a link with the Trafficmaster congestion-warning system.

Meanwhile, if you're caught in a jam I can think of few other cars that I'd rather be sat in, although, of course, it's a dream out on the open road.

Seat belt folly that can kill

IT IS the season of goodwill and partying – but also dark nights, bad weather, and silly accidents.

Years after the introduction of compulsory wearing of seatbelts there are thousands who continue to ignore the law that has saved many thousands of lives.

Citroen has been trying to ram the message home with supermodel Claudia Schiffer starring in adverts showing how a person's mass is increased several-fold in an accident.

Some offenders are the older generation reluctant to change their ways, but many are young people who think it's "cool" not to be restrained – bravado which could not only be suicidal but also kill the seat occupant in front.

And then there are the harassed parents trying to do ten things at once who fail to ensure their offspring are properly restrained, which has proved doubly deadly, both in distraction causing accidents and the lack of protection when they happen.

The belt is the simplest and most economical of motoring safety devices at a time when tens of millions are being spent on added measures, like airbags which can kill if the user is not properly restrained.

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Helping Hands



South to North on 42 gallons of beer

TWO FORMER submariners have raised more than £4,000 for charity by walking from Lands End to John O'Groats.

Peter Johnson – who organised the walk – and Jack Winstanley completed the 1,150 miles – mostly off-road – in 112 days, of which 102 were walking days.

The cash went to the Macmillan Fund, the Submarine Millennium Fund, the intensive care ward of Derby Children's Hospital, and the Arthritis Research Campaign – 66-year-old Peter had his hip replaced in 1990.

To keep costs down, the pair carried what they needed in rucksacks, and although Jack took camping gear, towards the end of the walk he had joined Peter in the luxury of B&Bs.

Their route took them to Bath, at which point they followed national trails such as the Pennine Way and the West Highland Way.

Near Fort William the pair were picked up by car and whisked off to Faslane Naval Base, where they were welcomed on board HMS Sovereign, the adopted submarine of Derby – Peter's home town.

They reached John O'Groats on time, to be met by friends, relatives and RN personnel.

Peter said the average daily distance was 11 miles (the longest was 18, the shortest three), and as they actually walked for 596 hours their average speed was 2mph.

They suffered 29 days of rain, but only occasional 'dry' nights – Peter reckons he got through 42 gallons of beer.

Grafton sailors get skates on

SAILORS from HMS Grafton got their skates on to travel from Portsmouth to Ipswich.

A team of in-line skaters joined forces with cyclists from the Type 23 frigate on a 165-mile charity trip via London as their ship sailed between the ports.

And the ten-strong party, working in relays, with each cyclist or skater covering a personal distance of around 45 miles, raised more than £1,500 in sponsorship.

The money will go to the Lord Mayor's charity and Beacon Hill School, for children with moderate learning difficulties.

Trainees help reclaim land

SAILORS training at HMS Collingwood helped a school reclaim land as a conservation site.

The Operator Mechanics (Communications) spent two days on the project at Northern Junior School in Portchester.

Members of another course at Collingwood – System Engineering and Management Training Course 991 – helped disabled people in activities including climbing and archery at the Queen Elizabeth Activity Centre, Fareham.

Truck-pull teams net £750 for Emily

AN 11-MAN team from HMS Vengeance proved kings of the road when they beat teams of Canadian sailors and night-club doormen in a sponsored truck-pull.

More than 100 people watched as the matelots and doormen pulled a ten-tonne Mercedes removals lorry 150 metres across the width of Barrow's new town square.

The Vengeance team man-



● Cutting edge: LCH Dixie Dean about to have his beard trimmed – again. During HMS Marlborough's busy West Indies deployment, the Type 23 frigate managed to raise £1,000 for the Elizabeth Foundation in Portsmouth, which identifies children with hearing difficulties at an early age. Dixie had volunteered to have his pride and joy – a beard of 14 years growth – shaved off by Marlborough's previous Commanding Officer, Capt Jamie Miller. LCH Smudge Smith also had a charity trim, and a horse-racing night also contributed. The money was presented to the Foundation by Commanding Officer Capt Anthony Rix when eight children attended a party on board the ship, hosted by Dixie.



● CPOMEA Charley Barley.

THREE events staged by the ship's company of HMS Birmingham on her last deployment have raised more than £4,000 for various charities.

CPOMEA Charley Barley led the way with a sponsored diet for the Acorns Hospice in Birmingham.

Charley started his diet as the Type 42 destroyer transited the Suez Canal and finished as she returned through the canal five months later – by which time he had lost 39lb, mainly by eating sensibly and training hard.

He averaged 6,000m a day on the rowing machine – a total of 900,000 metres in all – and as the diet raised just over

£1,600, each pound shed by Charley, from Lincolnshire, was worth £41.23.

Charley, who started the diet at 16.5 stone and ended it at less than 14 stone, joined the Navy in 1978 and has served in Gibraltar and in HM ships Bulwark, Hydra, Dumbarton Castle and Intrepid.

As part of his new fitness regime, Charley joined the HMS Birmingham 24-hour rowathon team in an event organised by CPOMEA Jim Ewart to raise funds for Marie Curie Cancer Care.

The intrepid rowers covered a distance of 333,052 metres in the 24-hour period, which raised £1,396.

The third event was a camel-racing night, organised in 2F mess by LSAs Rob Stevens and George Reeves.

A variation on the horse-racing nights

which prove popular for fund-raising around the Fleet, the participants entered into the spirit by dressing up, and a total of around £1,200 was brought in for the Acorns Hospice Trust and the Heartlands Paediatric Unit, also in Birmingham.

BFBS on target

BFBS in Gibraltar have beaten last year's figure of nearly £21,000 for the British Wireless for the Blind Fund by more than £3,000.

The British Forces Broadcasting Service initiative is to supply, free of charge, specially-adapted radios for registered blind or partly-sighted people.

Less Charley, more money

Frigate makes final donation

GRATITUDE for care received by children at a hospital has prompted a group of sailors to raise more than £350.

Members of HMS Boxer's 3Hz Mess presented the cheque to the Whitehorse children's ward at Derriford Hospital, Plymouth – where some members' children have received treatment – after raising the money through a number of events while the ship was on her final deployment in the Gulf before decommissioning.

aged a time of just over 26 minutes, two seconds ahead of the doormen and 14 seconds faster than the Canadians.

Just over £750 was raised through sponsorship and a collection on the day, to provide enough money for a special tricycle for five-year-old Emily Jackson, from Barrow, who suffers from cerebral palsy.

Carriers stage abseils at sea and in dry dock

Volunteers line up for line down

AN ABSEIL from the quarterdeck of HMS Invincible into the bottom of a dry dock raised more than £24,000 for the Imperial Cancer Research Fund.

The event, staged as a finale to the fund's Breast Cancer Awareness Month, saw 69 volunteers – including three from the ship's company – perform a freefall abseil of 80ft from the carrier.

The day was launched when Lt Louise Thomas and Mrs Jane Smith led the way.

Proceedings were conducted under the care of C/Sgt Stevie Fulthorpe and Cpl Ritchie Hope of the Royal Marines School of Music, who were responsible for safety.

Capt Rory McLean, the Commanding Officer of HMS Invincible, said the ship was delighted to help the Imperial Cancer Research Fund raise money for such a worthy cause.

At the end of the event, Cdr Ashley Carter, the ship's Public Relations Officer, was able to present a donation to Imperial Cancer Research of £200 from Invincible and £100 from Fleet Support Ltd, who are carrying out conversion and upgrade work on the carrier in Portsmouth Naval Base.



In Brief

Dublin run brings in £3,000 for children

TWO LIEUTENANTS based at RN air station Yeovilton hope to have raised £3,000 by running in the Dublin marathon.

Nick Cooke-Priest and Gary Criddle, qualified observer instructors from 702 Naval Air Squadron, ran for the charity SPARKS (Sports Aiding medical Research for Kids), which helps children with diseases such as spina bifida, Downs syndrome and cerebral palsy to enjoy sport.

The pair teach advanced and operational flying training to student Lynx observers and pilots and help prepare them for the front line.

Join a country yomp

FORMER Royal Marines Commando David MacLamont is organising a "round-Britain yomp" next year – and seeks three men willing to join the adventure.

It will be a self-contained trip from April to October, supported by pack-horses, so if you are fit and can borrow a horse, contact David at Kirriemore, Bargrennan, Newton Stewart DG8 6TA, with brief details of yourself.

Sponsorship or donations from the trip will go to the South Atlantic Fund and SSAFA Forces Help.

Bonfire night cracker

BRITISH military and civilian staff based in Viborg, Denmark, put on a Bonfire Night spectacular for the local community – and raised £2,000 for British and Danish charities.

Apart from a huge bonfire, there was a fireworks display, a spit-roast and a play by children from the British School.

The money raised went to the Cancer and Polio Research Fund, and to the Danish Onskedunden, equivalent to the UK Wishing Well Appeal.

There are currently 35 Britons serving at HQ BALTAP, ICAOCI, TACDEN and the British School, of which eight are from the Royal Navy.

Navy supports the reds

A SCHOOL in Portsmouth has got a new football strip, thanks to the Navy.

The red kit has been given to St George's School, Portsea, as a goodwill gesture.

The Navy runs one afternoon of PT lessons for the school each week, when children aged between six and 11 benefit from the expertise of HMS Nelson PTIs and use of the Nelson gym facilities.

Trips round the harbour

FIVE disabled Cypriots who have all sailed with the Jubilee Sailing Trust – which integrates physically-disabled and able-bodied persons in sea-going sailing ships – were guests on board the Royal Fleet Auxiliary landing ship Sir Bedivere in Limassol.

The five, aged between 23 and 46, were invited on to the 7,729-tonne ship by Captain Roger Robinson-Brown, had a buffet lunch, and were taken on a fast trip round the harbour on a rigid inflatable rescue boat.

Daring dangles drop for charity

THOSE who dared to dangle from the bridge of HMS Illustrious helped raise over £2,000 for a children's hospice.

The charity abseil, 75ft down to hangar deck level, was organised by CPOMEA Jumper Collins and LWPT Janet Coomer under the title 'Who Dares to Dangle'.

And 35 of the ship's company did dare as the carrier returned from the Mediterranean after completing exercises with the French, Spanish and Italian navies.

The money will go to Demelza House Children's Hospice near Sittingbourne in Kent, one of the ship's charities in the Cinque Ports area.

● Letting go: CPOMEA Jumper Collins and LWPT Janet Coomer prepare for the Illustrious abseil.



Virtual races are for real

VIRTUAL races on screens added to the excitement of the RN and RM Amateur Rowing Association indoor rowing championships.

Rowing machine (ergometer) manufacturers Concept II sponsored the event, at HMS Temeraire, and the eight competition machines were linked by computer to display individuals' performances as a simulated race.

The competition consisted of a series of heats rowed over a distance of 2,000 metres.

A team event was held after the individual competition, with each team consisting of four members rowing over a total distance of 4,000 metres on an ergometer.

The team title went to a composite team from DPA, HQRM and 815 Naval Air Squadron.

Other winners were: Indoor rowing champion: LAEM Wykes (815 NAS); Heavyweight men (18-22): Mne Wishart (RM Condor); Heavyweight men (23-29): LAEM Wykes; Heavyweight men (30-39): Lt Cdr Twine (RNSETT); Heavyweight men (40 plus) Sgt Starkey (RM Condor); Lightweight men (open): Lt Clarke (DNAS/NAML); Ladies: NA Ennis (SNONI).

Rowing on ergometers is increasing in popularity throughout the Fleet, and rowing – on and off the water – is an excellent form of 'complete' workout.

Men's and women's water rowing squads are recruiting for the winter season in preparation for next summer's racing events.

For full fixture and training details contact Lt Rob Carr on Greenock (93231) 4389.

Sport

Warm welcomes – and cold pools



● **Fine balance** – the rugby teams go head to head to decide the Battle of the Carriers. HMS Invincible took on HMS Illustrious in nine sports. Invincible dominated the early part of the day, with golf, ladies football and tennis all going their way, and although Lusty hit back with a netball win, Invincible was leading at the break by four rounds to one, having also taken the squash event. But wins at mixed hockey and football brought the carriers back to 4-4 – and a second-half comeback in the rugby gave Illustrious an 18-15 victory and the overall win. The day was sponsored by Connolly Leisure and Scottish and Newcastle Breweries.

THE ROYAL Navy water polo squad had a mixture of warm welcomes and cold pools on their tour to South Africa.

With a busy itinerary of matches and sightseeing, the 14 men managed to cram 12 games into two weeks, winning seven and drawing one, including a tournament in Port Elizabeth where they finished runners-up.

The weather was not always up to the standard expected – and one or two of the open-air pools were positively chilly – but the distractions of bush barbecues, safaris, surfing and the world's highest bungee jump, tackled by three brave souls, more than compensated.

The tour – the first since Moscow in May 1992 – was partly organised by Lt Cdr Steve Morgan, who had to sit it out when he joined HMS Gloucester, and CPO Tony Atkinson.

For details of RN water polo, contact Tony at HMS Sultan (93843) ext 2722 or CPOPT Gary Thomas on HMS Temeraire (9380) ext 25912.

Players of any standard will be made welcome.

Question of sport

A WOMEN'S cricket questionnaire sent out in October has elicited a very good response – but there is still just time to return yours if you would like to attend the coaching course weekend on February 5-6.

Navy XV starts with a victory

THE NAVY got off to a winning start under the new Rectory floodlights when they beat Devon 12-6.

In front of a crowd of about 300, both sides put up a stout defence, and the game reached half time with no score, although the Navy had played some inventive rugby.

In the second half, against the run of play, Devon took the lead with a penalty, but the Navy slowly turned up the heat and LWEM Simon Burns (HMS Collingwood) went over after a tap penalty.

Devon edged ahead again with another penalty, but the Navy finished strongly, Sgt Wollerton (HMS Collingwood) touching down at the back of a driving maul, and Mne Kerry Slyman (Cdo Logs) converted.

Logs cruise to cup win

COMMANDO Logistics proved too well-organised for a young and lively Britannia Royal Naval College in the area final of the Navy Cup.

The college side played with spirit for the first half-hour, but failed to notch up any points.

Logs then made their experience count, with Sgt Bob Armstrong diving in from short range and Mne Nathan Evens following up with another try before the break to give the Royals a 10-0 interval lead.

Logs then started to pull away, and tries from Cpl Freeman (three), Mne Perry, Mne Thompson, Mne Slyman, Mne Porter and L/Cpl Mitchell, with conversions from Slyman and Mne Turnbull, saw them cruise to an easy 53-0 victory.

No joy for Navy on squash court

IT WAS all Army at the Combined Services individual squash championships – although the Navy received plaudits for the quality of their organisational skills as hosts.

The four main competitions all went to Army players, but there were notable performances by RN players over the three days.

LWRT Jason Youdale was placed fourth in the Men's Open, though he was forced to give his opponent a walk-over in the third-place play-off because of injury.

LAEA Tony Draper and Lt Damian May took second and third in the U25 event, while CPO Jocky Stewart and Lt Robin Young took the same placings in the Veterans event.

Best-placed RN female was LWPT Kergon, who took sixth place.

The tournament secretary paid

tribute to the efforts of Lt Cdr Steve Fuller for his efforts in the run-up to the event, at HMS Temeraire, and his support throughout the tournament.

Cricket team to tour India

THE ROYAL Navy representative cricket team will be making its first tour of India from January 4 to 30, playing four matches in Goa and four in Bombay.

■ The RN Cricket Umpires and Scorers Association will be running a course for potential umpires and scorers from February 7-9 at HMS Temeraire – the last course until the next training year, which starts in September 2001 because of the new laws which are being introduced.

Bandsmen make debut

WINS may have been thin on the ground, but the Royal Marines Band Service rugby football club have given a good account of themselves in their first season.

They narrowly lost both Argyll Bowl matches, against Commando Helicopter Forces and RM Condor, and lost the annual Memorial Match to Deal Wanderers, but notched their first win by 34-10 against St Columba/Torpoint before losing to a late try against a strong Devonport Services II side.

Any club sides, units or ships seeking a social fixture against the Band Service should contact WO2 Steve Muddiman or Musn Gareth Bott on HMS Raleigh ext 41304.

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● **A GOLDEN goal** by LACNM Taff Davis against the RAF gave the Royal Navy (in red, above) a clean sweep in the inter-Services canoe polo championships. The key to success in the male competition is a balance of ability between A and B teams, as combined points decide the championship – and coach CPO Don McLean (HMS Neptune) achieved that balance, helped by the performance of B team keeper Capt John Welch (JMOTS Northwood). The ladies team, captained by Lt Charlie Atkinson (HMS Roebuck), proved more than a match for the other sides. Anyone requiring more information on canoe polo should contact Lt Joe Wood (PT&RO) at RNAS Culdrose ext 2403.

Sport

Novices put on the style

THE ROYAL Marines stormed to victory with nine titles in eleven categories at the RN Novice boxing championships, writes *SLt Simon Paget*.

During the interval at the Wyvern Centre at HMS Drake, a £500 cheque was given to the Naval Families Support Group, and a collection made for Children in Need.

In the first bout, a special bantamweight contest, flyweight title winner AEM Akram (Air) resisted bantamweight champion Mne Dudley's late surge, and at light welterweight, Mne Thompson's superior fitness told as he won a unanimous points decision against WTR Kelly (Portsmouth).

Welterweight OM Egan blunted Mne Cave's early aggression and later knocked the Royal over to give Plymouth Command their only title with a points win.

L/Cpl Alderson took charge from the start of his light middleweight clash, outclassing Mne Jones, while at middleweight, Mne Sims started slowly against Mne Sandalls, but his increased work-rate swung the decision his way. A special cruiserweight bout saw OM Johnson (Plymouth) knock out OM Adams (Portsmouth) in a one-sided first round, and bout seven lasted no longer, when Mne Smith (featherweight champion) forced Mne McGuire to retire in the first round of a special lightweight fight.

Then came one of the bouts of the evening as Mne Watson and AEM Houghton (Air) met at light

heavyweight, with the Royal winning unanimously on points.

The cruiserweight title went to Mne Perfect, who upped the pace in the third to win on points against OM Pemberdy (Portsmouth).

Heavyweight Mne McGiven soon forced a standing count on LS Astley (Plymouth) before knocking him down, forcing Astley to retire.

The Royals took the team title with 37 points, with Plymouth second (8pts), nudging Air (7pts) into third with Portsmouth (4pts) last.

Best boxer was Mne Cave, with Mne Thompson runner-up.

■ A slow start against a Scottish Select almost sank the RN in a charity show at HMS Neptune for the KGFS and the Royal Hospital for Sick Children, Yorkhill.

The Navy quickly went 3-0 down, with Mne Smith losing on points at featherweight, OM Davie (lightweight) was forced to retire after a heavy blow to his face, and light-heavyweight Mne Watson's bout was stopped by the referee, to the Navy corner's surprise.

But CPO Breeds turned the tide with a majority points decision at welterweight, and a similar victory was achieved at super-heavyweight by Mne Isherwood.

Featherweight MEM Coleman brought the score level, and the third featherweight bout of the night saw the challenge decided in the Navy's favour when L/Cpl Alderson took a points decision.

■ A charity show between local boxers and a Navy team at HMS Sultan raised more than £3,000 for



● That hurt! – AEM Houghton (yellow) is put under pressure by Mne Watson in the Novices' event.

the Handicapped Children Pilgrimage Trust (Royal Navy).

MEM Gavin Williams was ahead when a devastating punch stopped him in the second round of the first bout, and bout two was also curtailed when AEM Dailey stopped MEM Parish.

MEM Doddington won his bout, and the boxer of the night award, then MEM Moore kept the aggres-

sive AEM Dawson at bay to take his fight.

WTR Kelly lost an evenly-matched fight on points to his civilian opponent, then MEM Houghton's southpaw style overcame AEM Bates.

MEM Maxwell was a comfortable winner, while MEM Li's split lip ended his fight against MEM Galpin in the first round.

Superior speed and strength carried MEM Perkins to victory in bout nine, then an explosive heavy-weight contest was won by AEM Houghton against OM Peberdy.

This was POPT Q Shillingford's last show, as he has left Sultan after "a very enjoyable draft" for a short stint in the Falklands, but he will be back in the gymnasium at HMS Nelson later this year.

Feat of clay puts lan on top

FIRST honours in the clay target shooting season have gone to PO Ian Mitchell (CHF), who broke 74 clays out of 100 at Tipner to take the High Gun title at the first selection shoot to find the team to represent the Navy in this year's inter-Service competition.

Second place went to LAEM Fez Parker (CHF) with Lt Cdr Peter Trott (SSA) – chairman of the RN Clay Pigeon Shooting Association – third.

Ian Mitchell was also presented with a hipflask in appreciation of the time and effort he has put into the last three years as competition secretary. He is succeeded by CPO Andy Free (HMS Collingwood).

For details of RN clay pigeon shooting, contact CPO Tom Meadows, HMS Nelson ext 24139, or PO Ian Morgan, 93781 2778.

Two entries for Tall Ships

TWO sail training vessels from the Armed Services fleet are due to take part in the Cutty Sark Tall Ships Race this year.

Crews are being sought for HM Sail Training Craft Dasher and Kukri, which will start the race from Southampton on April 12. They will return to their Gosport base on August 31 after the five-leg race has taken them to Cadiz, Bermuda, Boston, Halifax and Amsterdam.

Application details to join at least one of the legs are contained in Joint Services Defence Council Instruction 135/99.

Also being organised on a Joint Service basis is a 12-leg sailing and climbing expedition to South Georgia. A Nicholson 55 vessel will be used in Exercise Southern Tartan being run from August 1 this year to June 20, 2001.

As well as South Georgia, places to be visited include the Canary Islands, Dakar, Recife, Montevideo, the Falkland Islands, Barbados and the Azores.

Details are published in Joint Service DCI 133/99.

Fleet go through hoops

IT WAS a weekend of firsts at the Inter Command basketball championships at HMS Temeraire.

The Fleet team won the event for the first time, beating all four of their opponents – Plymouth Command were unable to field a team.

And Scotland celebrated their fourth place, as it was the first time they avoided the wooden spoon, and the first time they had won an Inter Command game.

The championship was the last for Lt Andy Pellow, who has been the RN Basketball Association's technical secretary for several years, and he was presented with a plaque in recognition of his support.

The award for the most improved player went to Mne Nick Barks (42 Cdo). RESULTS: RM 71, Naval Air 49; Portsmouth 61, Scotland 48; Fleet 67, Naval Air 49; RM 45, Scotland 37; Fleet 53, Portsmouth 49; Portsmouth 67, Naval Air 48; Fleet 49, Scotland 43; Portsmouth 47, RM 42; Scotland 69, Naval Air 50; Fleet 57, RM 52. POSITIONS: 1, Fleet; 2, Portsmouth; 3, Royal Marines; 4, Scotland; 5, Naval Air.

Blues and reds

NO wins but plenty of action characterised the RN football team's final outings of the century.

The side faced an Amateur Football Alliance team determined to avenge last season's 4-1 defeat, and the AFA duly recorded a 2-1 win.

AFA took the lead in the tenth minute with a penalty, and Navy keeper NA Simon Winnan (HMS Seahawk) did well to twice rescue his defence.

But a bout of pressure towards the interval brought a Navy equaliser when Cpl Lee Weatherall (CTCRM) shot through a crowded goalmouth in the 37th minute.

Winnan was the busier keeper in the second half, and it was AFA who took the victory with a 52nd minute goal.

The next fixture was the opening SWCC match against Dorset County FA at Portland.

The county team had the better possession in the first half, and reached the break a goal to the good.

The second half subsided into a dull midfield battle, but the Navy left it late to equalise, with Lee Weatherall heading home from close range with just four minutes left on the referee's watch.

The game against the Army at Portsmouth was a blood and thunder affair in which the visitors were reduced to nine men and the second half lasted for a full hour.

The Navy opened strongly, but the game then swung end to end, and it was the Army who drew first blood in the fifth minute when Cpl

Dave Hope headed strongly past an unsighted CPO Stuart Adams (HMS Trenchant).

Numerous chances went begging at both ends but the half ended with the Army just hanging on to their lead.

Five minutes into the second half saw the Army reduced to ten men when they lost their right back to a second yellow card, and the Navy immediately turned up the pressure.

With one-way traffic towards the Army goal it appeared to be just a matter of time before the Navy equalised.

But it took another red card midway through the half before the Dark Blues broke through, Cpl Richard Hope (RM Band) heading in from a long cross by Lt Taylor.

The Navy piled forward looking

Midfielder has to fly

AN AIRLINE ticket played a key role when the RN youth football team played Kent.

Traffic problems had delayed the arrival of the Kent team by more than an hour – and midfield debutant OM Taff Thomas had a tight schedule if he was going to return to duty at HMS Neptune.

So, halfway through the second half, with the Navy pressing hard, Taff had to make a dash to Heathrow for his flight home.

The county side then scored late on to wrap up a 3-1 win.

The Navy had fallen behind to an early goal, but levelled when MEM Graham Shanks (HMS

for the winner – but fell behind again to a sucker punch when a break by Hope ended with a penalty, which was fired into the roof of the Navy net.

With 18 minutes left the Navy resumed their assault on the Army goal, but as in the Dorset game they left the match-saver late in normal time – there were five minutes left when PO Nigel Thwaites (HMS Seahawk) rifled home.

With 15 minutes added by the referee, the Navy camped around the Army area, but will be disappointed they could not press home their two-man advantage.

Upcoming fixtures include:

Jan 13 v Prison Service (Newbold Revel, Rugby)

Jan 19 v Gwent (RNAS Yeovilton) ko 1930

Jan 26 v Sussex (Lancing) ko 1930.

Illustrious), playing his last game before going over-age, scored with a superb diving header.

A controversial penalty gave the visitors the lead before half-time, and although the Navy put sustained pressure on the Kent side, they couldn't break through.

The youth team are home to Surrey on January 16 and London on February 6.

Any young sailor or marine born August 1, 1980, or after interested in being considered for selection should contact their local PT staff or Lt Mark Jones, Secretary, RNFA(Y), on HMS Excellent (93832) ext 7322.

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French call in two Culdrose helicopters for tanker rescue

A ROYAL Navy Sea King helicopter from RN air station Culdrose was called in to help in the French operation to rescue 26 crew members from the sinking tanker Erika.

French coastguards asked for RN assistance after the 50,000-tonne, Maltese-registered vessel broke in two in heavy seas in the Bay of Biscay on December 12.

Five crew members were lifted off the deck of the ship and 21 others were rescued from lifeboats by

a French helicopter while the RN aircraft stood by to assist. None of the men was injured. The two parts of the tanker later sank, causing a pollution threat from the ship's 24,000-tonnes of fuel oil.

Two weeks earlier in the Bay, RFA Sea Centurion assisted the tug Knighton which had suffered engine failure in heavy seas.

The tug, en route from the UK to Portugal, had its power restored by Sea Centurion, which stood by her until the she was met by another tug from Spain.

Kosovo medal issued

A NATO medal has been issued for those who took part in the Kosovo campaign.

The Queen has approved unrestricted acceptance of the NATO Medal for Kosovo, and its wearing by British personnel. The ribbon is in NATO blue with thin stripes of white at either edge and a broader white stripe in the centre.

It bears the inscription 'Kosovo' on the clasp and introduces the concept of numerals on the ribbon for multiple tours.

Those who have served more than one tour which qualifies them for the NATO Medal with the clasp 'Former Yugoslavia' may also claim the right to wear the numeral.

Details of eligibility appear in General Defence Council Instruction 287/99 and 305/99.

PAY 2001

■ From front page

working conditions in line with modern practice.

One benefit of the delay is that it will allow further job evaluation of trades, such as Supply Branch ratings in the early spring.

Slippage of Pay 2000 will also mean delay in the introduction of changes to Additional Pay, which will not now be implemented before October next year. Those plans will affect such categories as flying pay, submarine pay and diving pay.

Additional Pay was due to be rationalised six months after Pay 2000 was planned to come into effect, making the system easier to understand and apply.

The changes are intended to better target Additional Pay by weighting rewards in areas where the Service has problems in obtaining or in retaining manpower.

And as a result of the Pay 2000 delay, other groups – including Reservists – will not now move to the new pay structure before April 2002.

Birmingham's bell goes on display in cathedral

THE SHIP'S bell of HMS Birmingham, the Type 42 destroyer that decommissioned on December 10, has been presented for display in Birmingham Cathedral.

A few days before the decommissioning ceremony, personnel from HMS Birmingham visited their affiliated city to say their last farewells as a ship's company.

One of the tasks of the Commanding Officer, Cdr Simon Ancona, was to present the bell to the Cathedral Provost, the Very Rev Gordon Mursell during a commemorative service.

Goodbyes were also said to the charities, schools, Sea Cadet units and Naval associations with which the ship had been affiliated throughout her 23-year career.

The ship's Lynx helicopter deliv-

ered Santa Claus to Acorns Children's Hospice, which also benefited by £3,000 collected by the ship's company. A further £800 was given to Heartlands Paediatric Hospital.

The city's Nautical Club acted as evening hosts for the HMS Birmingham sailors, during which they met Sea Cadets from the Gamecock, Stirling, Dolphin and Sherborne units.

More than 100 members of the ship's company exercised their Freedom of the City by parading in Centenary Square in which the Lynx had landed.



● The Provost of Birmingham Cathedral, the Very Rev Gordon Mursell, accepts HMS Birmingham's bell from her Commanding Officer, Cdr Simon Ancona.

Picture: LA(PHOT) Paul O'Shaughnessy

British warships end NATO odyssey



● For the first time in seven months, OM(EW) Jamie Rogers hugs his children Gregory and Bryony after he returned from the West Indies with HMS Northumberland. Report and pictures of the ship's hurricane relief operations in Anguilla – page 12.

Picture: LA(PHOT) Bernard Henesy

LONG deployments on NATO duty ended just before Christmas for HM ships Liverpool and Coventry.

Liverpool reached her home base of Portsmouth on December 17 after six months as part of Standing Naval Force Mediterranean. The Type 42 ship, leader of the Third Destroyer Squadron, took part in many exercises with the other seven ships of the force.

She also made several visits to Mediterranean ports, including Aksam, Naples, Marseilles, Barcelona, Haifa, La Spezia, Tunis and Catania.

Coventry also ended a six-month deployment when she returned to Devonport on December 8. As a member of Standing Naval Force Atlantic she saw duty in the Adriatic, monitoring shipping movements and conducting surveillance missions.

Her 25,000-mile travels also took her to Gdansk – which is twinned with Plymouth – to mark the first anniversary of Poland's membership of NATO. She conducted an exercise with Polish warships, and a Polish naval officer joined her for a month to promote mutual understanding.

Among ships returning from Exercise Argonaut (see page 17) was the survey ship HMS Herald. She got back to Devonport on December 13 after four months in the Mediterranean and Black Sea.

During her visits to Romania and Bulgaria her ship's company carried out maintenance work on an orphanage and held a pirates party for the children.



● Vice Admiral Sir Ian Garnett, pictured during a visit to British units in East Timor. In his capacity as Britain's Commander Joint Operations, Admiral Garnett met Gurkha troops there shortly before they started returning home in time for Christmas.

THE RUSSIAN and British Defence Ministries have reaffirmed that there is no risk of an accident involving their countries' military nuclear systems over the Millennium.

Detailed exchanges of information on computer systems associated with nuclear weapons took place at meetings in Moscow and London in early December.

Both sides agree that there is no risk of an accidental missile launch as a result of the year 2000 date change, or any other computer failure.

The two Ministries also exchanged assurances on the status of their conventional forces.

Meanwhile Britain's Defence

Secretary, Geoff Hoon, has announced that MOD's critical computer systems are now ready for the Millennium.

The work completed the key part of MOD's Year 2000 programme, though the Ministry was continuing to be vigilant about the 'Millennium Bug', said Mr Hoon.

He said: "All credit goes to our Service personnel and civilians for making sure that the last few critical systems across MOD are ready in time. We will deliver our key objective of sustaining defence capability over the Millennium."

Rating faces murder charge

AS NAVY News went to press, a Royal Navy petty officer, Alan Michael Grimson, single, was due to appear at Portsmouth Magistrates Court charged with the murder of sailor Nicholas Wright, from HMS Edinburgh, who had been missing since December 1997.

The charge follows the discovery of human remains near a road two miles west of Cheriton, near Winchester.

Hampshire detectives said a second man was released on police bail pending further inquiries.

In a separate case, S/Lt David Crawley appeared at Portsmouth Magistrates Court on December 16 charged with the murder of his wife, Jayne, a nurse from Queen Alexandra Hospital, Cosham, who was found at the couple's home with head injuries. She died in hospital.

Crawley was remanded in custody until December 23 to appear at Portsmouth Magistrates Court.

Vengeance at last...

HMS VENGEANCE has entered the history books by becoming the last warship to be commissioned into the Royal Navy this century, and the last Trident submarine to enter service. For the full story, turn to page 5.

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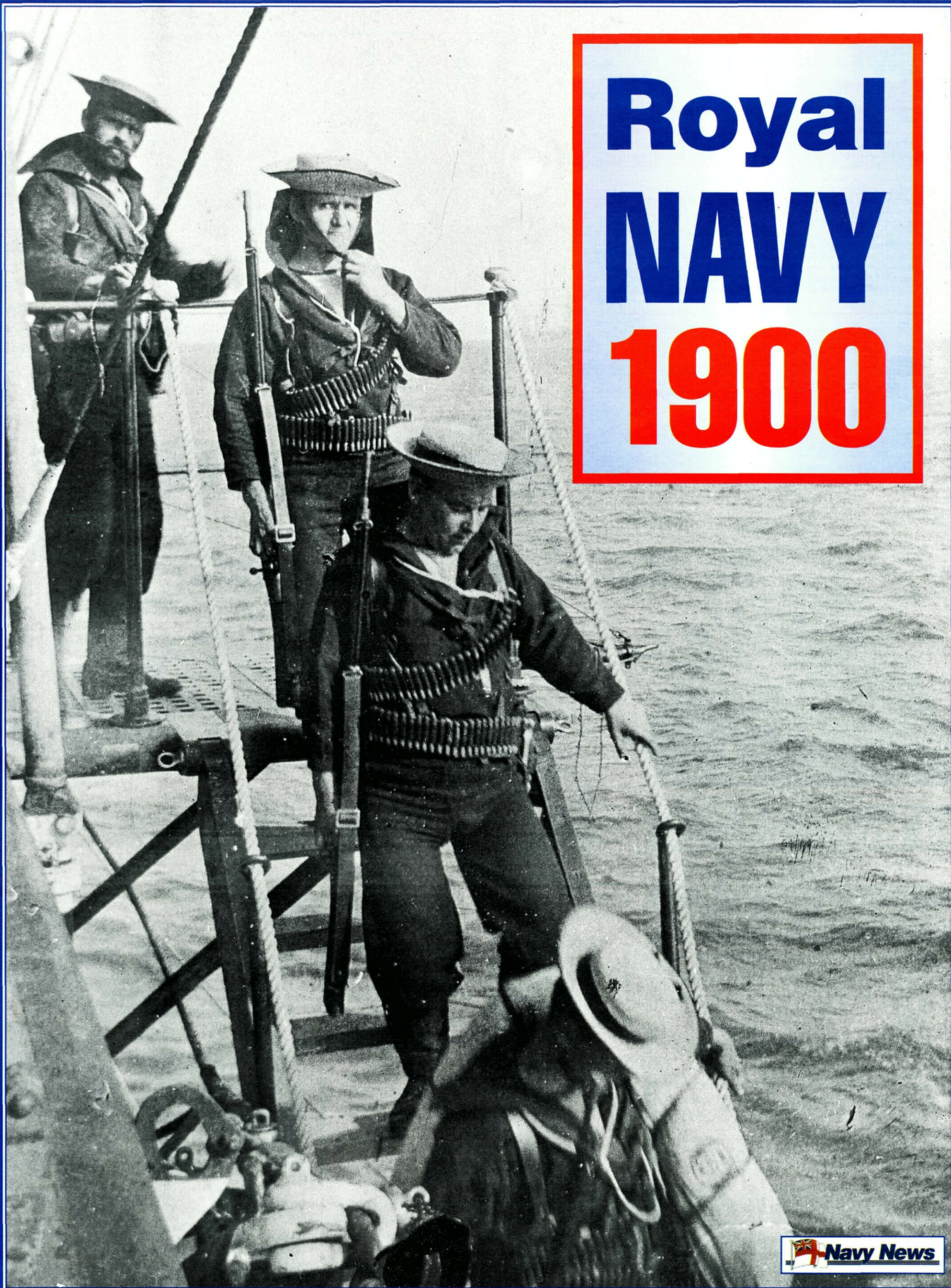
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Royal NAVY 1900



Royal NAVY 1900

DIRTY WORK: Coaling warships, particularly larger vessels such as the 14,900-ton Majestic-class battleships pictured here around 1900, was a filthy and unpopular job, as all hands lugged sacks or baskets of coal to fill the bunkers.

Coaling was one of the first evolutions of a ship on returning to harbour, and could take days, from before dawn until late.

Super-Dreadnoughts had a total capacity of more than 2,700 tons of coal, and a ship such as HMS Terrible, using efficient Belleville boilers on passage to the China Station in 1904, could burn 100 tons of coal a day while cruising at 12 knots.

The first signs of change were already apparent in 1900 – the destroyer HMS Surly was converted for oil fuel trials in 1898, and in 1902 Haslar conducted research which paved the way for oil-fired capital ships such as the 1912 Queen Elizabeth class.

Picture: Royal Naval Museum, Portsmouth



Picture: Royal Marines Museum, Portsmouth

DIGGING IN: Royal Marines coaling HMS Queen in Malta in the first decade of the 20th Century. Coal was not just a power source – it provided extra buoyancy if the ship was holed, and full bunkers were an additional form of hull protection; 2ft of coal was equivalent to an inch of steel.

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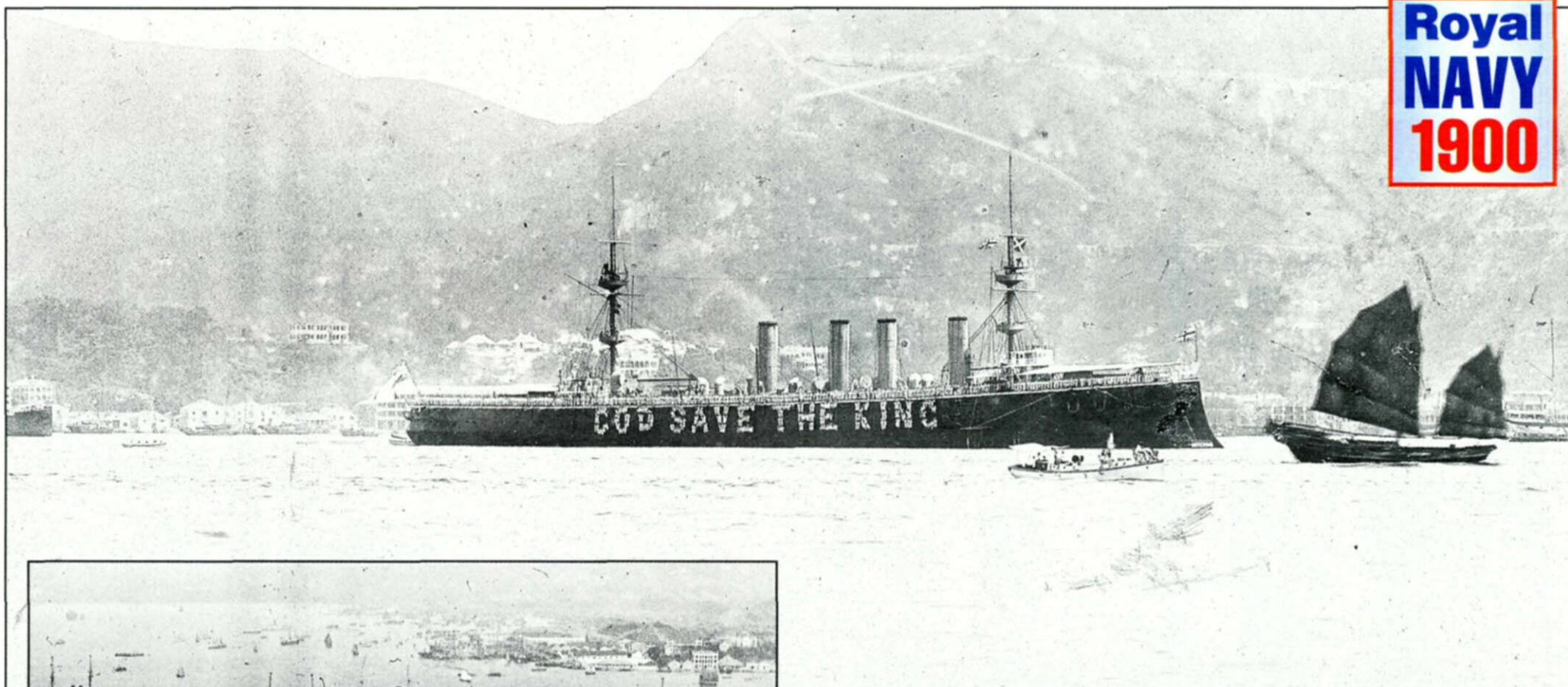
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FRONT COVER: A Royal Navy Brigade shore party prepares to land during the Boxer Rebellion in China in the summer of 1900.

Picture: Royal Naval Museum, Portsmouth

Royal NAVY 1900



EASTERN EMPIRE: Sailors take up position on the side of cruiser HMS Terrible in Hong Kong in a show of patriotism to King Edward VII (above).

By the turn of the century, plans were already well advanced to reclaim land and extend the Naval dockyard by almost 40 acres, to include a floating basin and a graving dock.

That work was all but completed by the outbreak of the First World War.

The work proved technically challenging. For one thing, a great deal of it had to be carried out under water – more than three-quarters of the quay walls were beneath the surface, and a team of local Chinese divers were employed and trained to carry out some of the work.

The photograph left shows three Canopus-class battleships and a white-painted Swiftsure-class battleship in a crowded Hong Kong harbour early last century, along with the depot ship HMS Tamar, from which the later Naval shore establishment took its name.

Hong Kong's new dockyard was home to an expanding China Fleet; by 1900 three battleships, 15 cruisers, six sloops, ten gunboats and a handful of early destroyers, river steamers and support vessels were based there.

Pictures: Royal Naval Museum, Portsmouth



ISLAND IN THE SUN:

For many years, Malta was as important to the Royal Navy in the Mediterranean as Gibraltar, as this picture (above) demonstrates. In the background, far left, is a Royal Sovereign-class battleship in dry dock, believed to be either HMS Royal Oak or HMS Royal Sovereign. In the middle of the picture is a Majestic-class battleship, which is partly obscuring the Eclipse-class cruiser HMS Diana. The Grand Harbour only started to lose its attractiveness with the rise of air power.

Picture: Royal Naval Museum, Portsmouth

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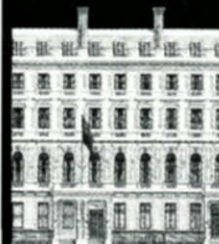
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**Royal
NAVY
1900**

Some things never change



NEW CENTURY, NEW SHIP: The battleship HMS Implacable (above) was designed and built at the end of the 19th century and represented the modern face of the Royal Navy at the end of the Victorian era.

A pre-Dreadnought of the Formidable class, she cost just over £1 million to build at Devonport, where she was launched in March 1899, and displaced around 15,000 tons.

Her main weapons were her four 12in guns, supported by 12 6in guns and 18 12-pdrs, although in 1916 she had four 6-in guns and eight 12pdrs removed.

Implacable, with her complement of 780, spent much of her early life in the Mediterranean, although she twice suffered serious technical faults – in 1905 a burst steam pipe killed seven, and a boiler exploded the following year.

Her war service took her from the Channel to the Dardanelles and Adriatic, the East Indies and Egypt, and having survived the war with Germany it was ironic that she was sold in 1921 and broken up in that country.

Picture: Royal Naval Museum, Portsmouth

HYBRID: HMS Ringdove (right), an 805-ton composite screw gunboat built only ten years before HMS Implacable demonstrates how fast technology was changing the shape of Royal Navy warships.

Ringdove, which was built at Devonport, still carries the masts, spars and rigging familiar to those of Nelson's Navy, but sprouts a funnel amidships.

Picture: Royal Naval Museum, Portsmouth



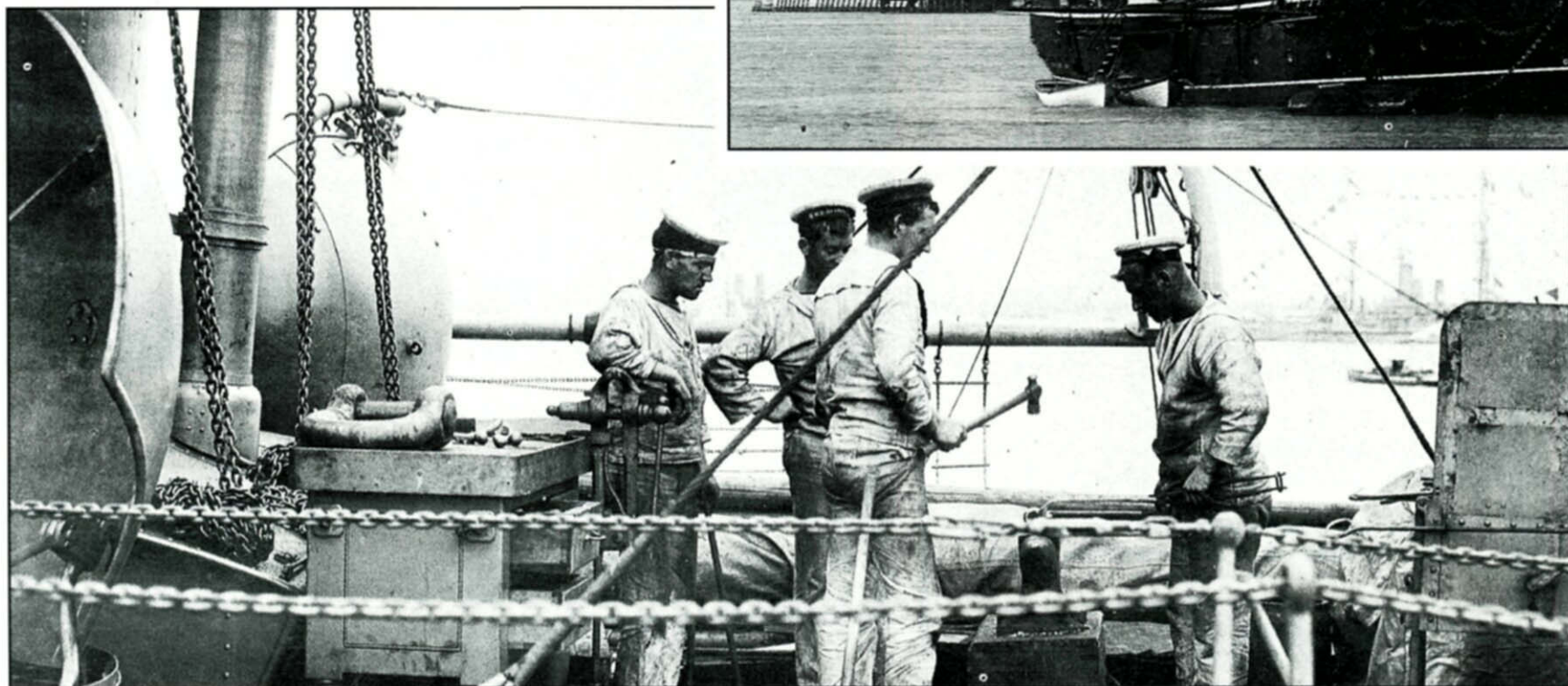
ANTRIM'S ANVIL: The blacksmith at work on board armoured cruiser HMS Antrim (left).

Antrim, 10,750 tons, was built in 1903 and spent 1914-16 in the North Sea and off North Russia, with the rest of the war off the US seaboard and the Caribbean. She was sold for breaking up in 1922.

Picture: Royal Naval Museum, Portsmouth

CALM BEFORE THE STORM: The Royal Marines Light Infantry Legion Guard at Peking pictured in 1894 (right). The Guard was tasked with the defence of the British Legation, which, along with those of other Western powers, came under attack from the extreme nationalist sect the Patriotic Harmony Fists (or Boxers) in 1900.

Picture: Royal Marines Museum, Portsmouth



The Navy was overstretched. Heavy demands on its ships from all corners of the globe, and manpower shortages, were affecting its operational ability. At the same time, it was struggling to adapt to a bewildering sequence of technological changes. Social change too, was altering the whole structure of the Service.

Sounds familiar? In fact, this is not a description of today's Navy, but of the Navy of 1900. Colin White, Deputy Director of the Royal Naval Museum, and an expert on the Victorian Navy, explains.

Wooden hulls had been replaced by iron and then by steel.

Torpedoes, launched from fast torpedo boats, had been developed so successfully that a special type of ship had been designed to deal with them – the forerunners of modern destroyers.

The first operational submarines were about to be introduced.

Even the first sea-going wirelesses had been developed and, in 1900, were in operational use for the first time in the waters off South Africa, where the Boer War was at its height.

These technological advances had been matched by social changes equally as sweeping.

The introduction of Continuous Service in place of the old 'hire and fire' system, linked to regular pay, pensions and formal training in specialised establishments, had transformed the social structure of the Service.

Official uniforms, campaign medals, ships' libraries, indeed many of the benefits modern sailors take for granted, had been introduced in this remarkable period.

So the sailors of 1900, like their descendants today, had to be adaptable, prepared to live with constant change.

So much for the similarities. There were, of course, important differences of scale.

In 1900, the Navy was the largest fleet in the world, designed to be big enough to take on the navies of at least two other nations.

Almost 200 ships were in active service – including 20 battleships, most of which were less than five years old. But only 14 of these ships were stationed in home waters.

All the rest were overseas, placed at key strategic points to protect Britain's extensive Empire.

The largest, and most important, fleet was in the Mediterranean, with 50 ships, including 11 of the most modern battleships.

Almost as large was the China Fleet, with 47 ships, although all of these were smaller 'cruisers', usually operating singly or in small squadrons.

A further 87 ships were scattered at all corners of the globe.

Indeed, as the new century dawned, sailors from some of those ships were fighting ashore against the Boers in South Africa, manhandling their guns across heavy terrain.

And, before 1900 was out, they would be ashore again, this time in China.

This worldwide deployment put an enormous strain on the Navy's resources – especially manpower.

For, despite all the new

machinery, the Navy was still very labour-intensive.

Many tasks were still performed by muscle-power – for example, the hated evolution of coaling ship when heavy, filthy sacks of coal had to be manhandled to the ship's bunkers.

The job was so unpleasant and unpopular that the tradition was that everyone on board took part – officers working alongside the men.

With so many ships in commis-

sion, the Navy needed huge numbers of men. In 1900, 112,225 officers and men were serving in the Fleet, 18,000 of them Royal Marines.

The total cost of all the technology and people was more than £28 million a year – this at a time when CPOs were paid about £150 a year and Captains around £500.

This huge expenditure was supported by popular opinion, assisted by pressure groups such as The Navy League.

But, even so, some analysts were beginning to question the Navy's cost-effectiveness and were raising questions about the way in which it was deployed and used.

A new generation of officers was arriving in the senior posts, determined to prepare the Fleet for a full-scale European war.

And this meant withdrawing many of the scattered squadrons and concentrating our naval forces closer to home.

So, in fact, the wars in South Africa and China were the last large-scale 'colonial' wars in which the Navy was directly involved.

Another major revolution – this time an organisational one – was about to begin...



ELBOW GREASE: A group of sailors set to work with holystones on the deck of 1892 cruiser HMS Theseus.

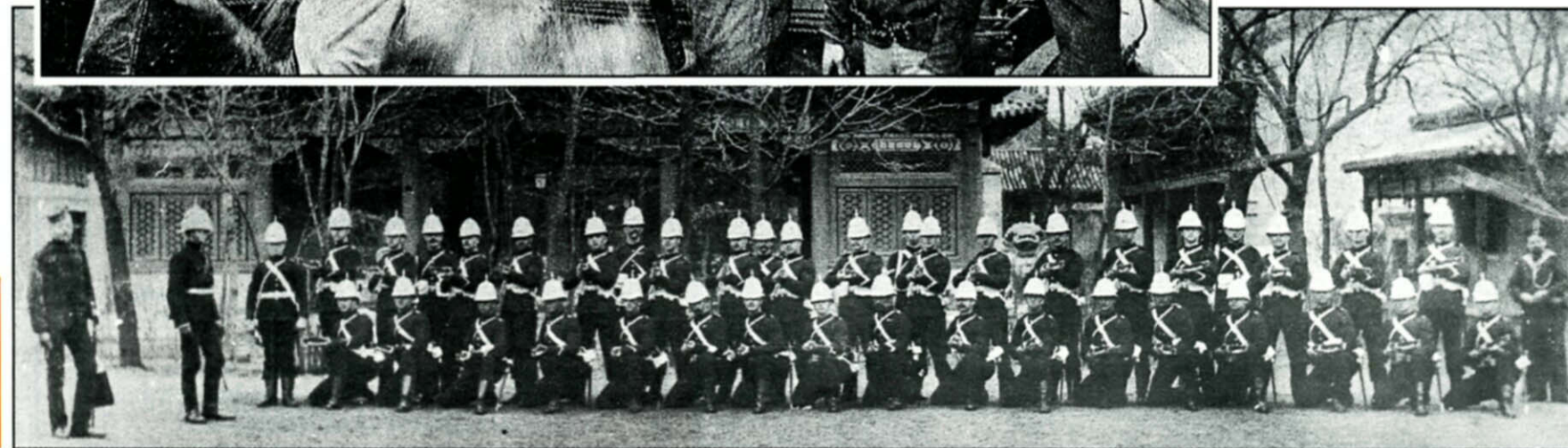
Holystones were blocks of pumice with which the wooden decks of warships were scrubbed – smaller blocks were known as prayerbooks and larger lumps were Bibles, according to Rick Jolly's *Jackspeak*.

Picture: Royal Naval Museum, Portsmouth

OCEAN CROSSING: Royal Marines involved in the unofficial Crossing the Line ceremony in HMS Terrible in 1899, en route to the Far East via South Africa (left). The traditional ceremony begins when His Oceanic Majesty, King Neptune, and his court come on board to initiate novices into the Brotherhood of the Sea.

These first-timers are given a mock shave, and then thrown to the Bears by being tipped into a tank of water. The Bears were often members of the ship's Royal Marines detachment.

Picture: Royal Marines Museum, Portsmouth





**Royal
NAVY
1900**

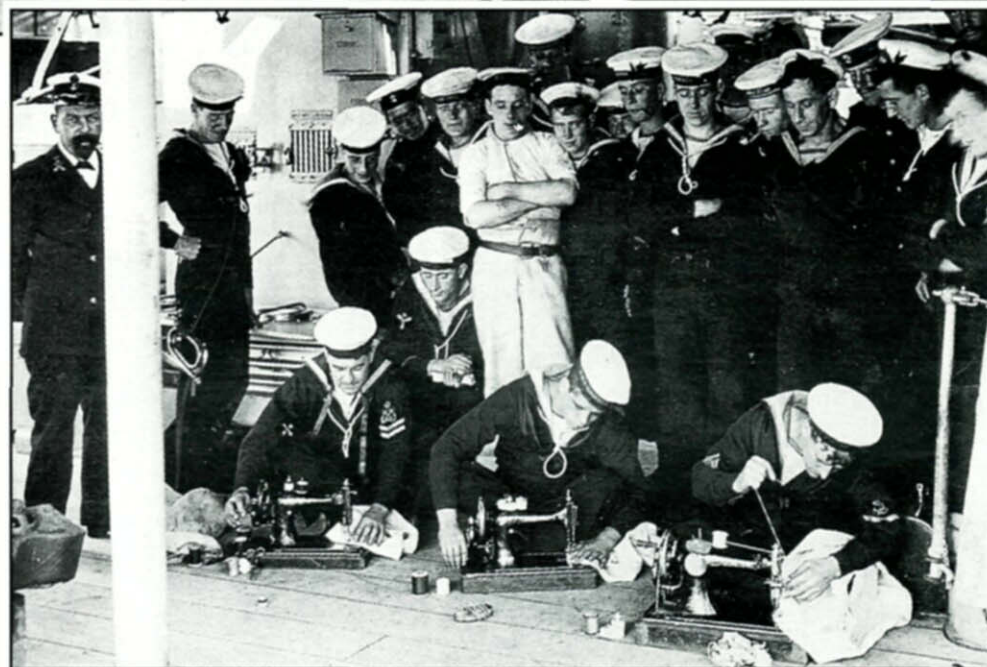
CLEAN LIVING: The art of dhobeying, a Hindi word adopted by the Royal Navy for the chore of washing clothes, as demonstrated in the 1901 battleship HMS Duncan.

The 1900 warship was a filthy machine compared with today's vessels, but the sailors had to do without the luxury of the dhobey palace or laundrette.

Buckets often sufficed, but care had to be taken to rinse out the clothing properly, or the wearer ran the risk of dhobey itch.

Coaling was the dirtiest task, and in older warships the hours of grime and sweat which encrusted the sailors and blackened their clothes could only be dealt with effectively ashore, with hot water, baths and wash-houses available at Aggie Weston's.

Picture: Royal Naval Museum, Portsmouth



STITCHED UP: Another domestic chore, and another audience as a trio of sailors get busy on their sewing machines in HMS Hindustan, a battleship built in 1903.

Time was set aside in the ship's routine to allow sailors to ensure their uniform and other equipment was in good shape, a period known as make-and-mend – although the term has now come to mean an afternoon off.

Pusser's Regulation rig had few admirers on the lower decks at the time, and trips to foreign ports, particularly Hong Kong, allowed sailors to have uniform suits knocked up cheaply from material drawn as slops. Smarter and better-fitting, the clothing was quickly spotted by the clothing crusher – a member of the Regulating Branch or ship's police – but a small donation to the personal welfare fund would usually ease the problem.

Picture: Royal Naval Museum, Portsmouth

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All photographs will be returned.



LIGHTING UP: Sailors preparing lamps in HMS Russell, a 1901 battleship sunk by a mine off Malta in 1916.

Use of electricity for lighting aboard warships was well-established by 1900, although there were still novel uses to be found – at Queen Victoria's Diamond Jubilee Review of 1897, the Fleet was "illuminated by means of thousands upon thousands of incandescent electric lamps" which outlined each vessel, drawing large crowds to the Solent.

The Royal Navy, in the early part of the 20th Century was forced to embrace huge technological changes in order to maintain their lead over rival navies, each advance prompting the others to negate, match or, if possible, supersede that advance.

And the appearance of the all-big-gun HMS Dreadnought in 1906, which terrified foreign powers as well as setting an unavoidable benchmark for future capital ships, drew a line under the old-style mixed-calibre battleships which held sway in 1900.

Picture: Royal Naval Museum, Portsmouth

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Fred monitored world's navies

AT THE turn of the last century the fledgling guide to warships set up by Fred T. Jane was starting to make its mark.

First published in 1898, *All the World's Fighting Ships* was the result of years of painstaking research and sketching of vessels, and featured almost 1,000 ships.

The preface to the early editions was mainly concerned with technical aspects of the book itself.

But Jane, a British novelist and journalist, soon began to take a more strategic view of naval matters and commenting on developments as well as expanding the data included.

Jane observes briefly, in the 1898 edition: "The present time is chiefly remarkable for the large amount of reconstruction and alteration ships in all navies are undergoing," and that is reflected in a passage on the changing face of ships' armour.

As well as acting as a reputable reference book, Jane's has often proved prescient about naval matters.

**Royal
NAVY
1900**

In the 1902 edition of the retitled *Jane's Fighting Ships* there were musings on the use of aircraft by the Fleet, and the 1902 and 1903 editions carried articles by Italian Col Cuniberti which were believed to be influential in the development by the Royal Navy of the Dreadnought battleship, built in Portsmouth and launched in 1906.

The 1900 edition of Jane's was the first to use photographs, taking the pressure off the author/illustrator.

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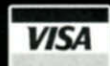
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...EDUCATION FOR THE NEW CENTURY

A Navy News Advertising Feature



THE STORY of Portsmouth Grammar School began in 1732 when Dr William Smith, the city's Mayor and physician to its garrison, wanted to establish a school for the city which would allow pupils to progress to his old Oxford college, Christ Church.

The school's appearance has altered since. Headmaster Dr Tim Hands explained: "We are emphatically a family school, catering for both sexes and all ages from four to 18."

"We have a huge catchment area and a highly supportive parental body."

The school has been fully co-educational since 1991, with girls in strong leadership positions. The happiness of each child is central to the school's ethos, and the pastoral system is paramount, beginning with telephone calls to all new parents and special, informal, reception evenings.

Tutorial time ensures close contact with a form tutor, with extra support provided by an active house system. A special 'private time' every Thursday ensures that pupils are free to

Happiness is a central theme

discuss their concerns, and Dr Hands operates an open-door policy for all students every morning. He also interviews each fifth former to discuss what they want to be, and be like, in ten years' time.

Portsmouth Grammar offers an impressive range of over 70 extra-curricular activities. There is a thriving Combined Cadet Force and many pupils are involved in the Duke of Edinburgh Award Scheme.

There are magnificent playing fields at Hillysea, and the school uses many nearby facilities for sport. A wide range of activities are on offer, from netball and rugby to judo and squash. Over 70 pupils have representative honours.

Drama and music enjoy high reputations, with productions being staged by all age groups, from the pre-preps' *Bumblesnouts Save the World* to the upper school's current play, *Our Country's Good*. All pre-prep pupils have one term's free violin tuition and learn to

play the recorder. The senior school musicians recently sang in Venice and have released a CD.

Happy children are usually successful children, and this is certainly the case at Portsmouth Grammar. Enjoying a ratio of one teacher to 11 pupils in the upper school, learning is an exciting experience.

The school consistently wins national recognition for its outstanding results at GCSE and A-level, and, with a forward-looking programme of A-levels, AS-levels, and a carousel of general studies options – including photography, driving, food hygiene and relationships – the sixth formers are shown that school is simply a part of life-long learning.

The Portsmouth Grammar School family works in partnership with local and international businesses, schools and a whole array of museums and cultural organisations. It has fast Internet access via the universities' academic network,

■ Turn to next page

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Andrew Hogg, who is in charge of the Thursday afternoon course said: "We've broadened our curriculum to include subjects like psychology and medical ethics which are now available for A or AS-level. This new scheme seems like a natural extension."

Pupils are able to experience a variety of courses on a four-weekly rolling programme. Subjects on offer include such career favourites as law, journalism, accountancy and medicine.

"Medicine is usually something you can't study before university," said Bill Taylor, Head of Science. "Portsmouth Grammar School students go on to study it and engineering in such large numbers that we are offering taster courses in both."

"Local GPs and consultants have offered to help, and there is an emphasis on caring as well as on the research aspects."

With many sixth formers taking the wheel as soon as their 17th birthday arrives, driving instruction is also a crucial part of the programme. The course not only covers basic driving tuition, but also personal safety and basic car care.

ONE-STOP SCHOOL

■ From previous page

and all pupils are encouraged to use the school's IT facilities, partly supplied through a partnership with IBM.

Dr Smith would not recognise much of the school which he founded over 250 years ago, but he would probably appreciate the healthy nature of his brainchild, and the way it equips young people for a happy, fulfilling future.

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War project to form part of city display

ORIGINAL RESEARCH into World War I by Portsmouth Grammar School pupils is destined to form part of the City Museum and Record Office's Millennium exhibition on 'Our Town'.

Through the project, third-year pupils at the school are remembering the Old Portsmouthians who fell in the Great War, and their work will develop into a CD ROM database.

Official launch of the project began at a special assembly at John Pounds Church on November 9, during which each pupil placed in the garden a wooden cross of remembrance, with the names of the subjects of their research - the 129 former pupils of the school who were killed in the 1914-18 war.

Each third-year pupil was assigned their own Old Portsmouthian, finding out as much as possible by using modern research tools such as the Internet, as well as more traditional means such as old copies of newspapers and the school magazine.

Expert advice and guidance was on hand from Susan Buxton, a parent and military historian who has been involved in studying World War I, including the stories of the three Old Portsmouthians who were awarded the Victoria Cross. Among them was submarine Commanding Officer, Norman Holbrook, who survived the war.

Head of History, Simon Lemieux, looks forward to the project stimulating thought in three ways - by honouring the Old Boys who died in the war, by developing the skills of pupils in first-hand historical research and independent learning, and by being a part of the Millennium Exhibition.

The exhibition will bring together many local primary and secondary schools at the City Museum in the summer.

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Entrance Examination - Saturday 22nd January

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THE NEW CENTURY

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WYKEHAM House School, situated in Fareham, Hampshire, within easy reach of the M27, caters for girls from as young as two years nine months to 16.

The school aims to provide a happy yet stimulating educational environment which allows the girls to achieve academic success while enjoying a range of extra-curricular opportunities.

Wykeham House achieves an excellent standard of success at GCSE each year. While maintaining the very best of tradition, the school is a forward-looking community which produces confident young women with a high self-esteem and a real belief in themselves and the contribution they can make to society.

The school is currently looking forward to the opening of its new hall and music room, while already benefiting from improvements completed over the summer, which include a conservatory extension to the dining room and a technology textiles room.

The Headmistress and staff are always pleased to welcome prospective parents to the school. They should telephone the secretary, Mrs Lyndsay Colbeck, to arrange an appointment.



● Wykeham House School for girls, conveniently situated, and offering a stimulating educational environment for its pupils, pictured here using the school's new textiles facility.

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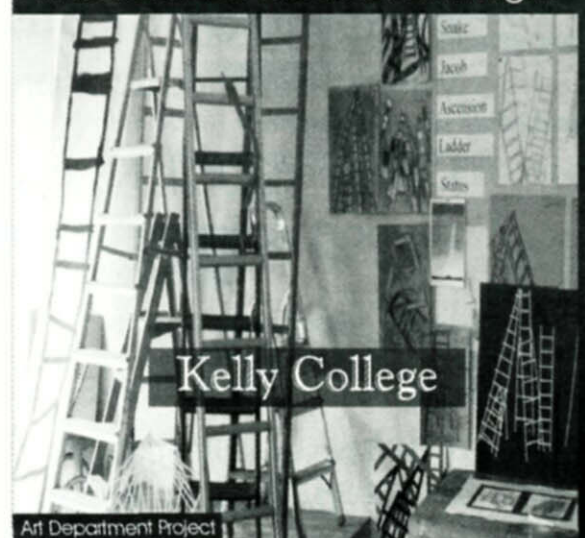
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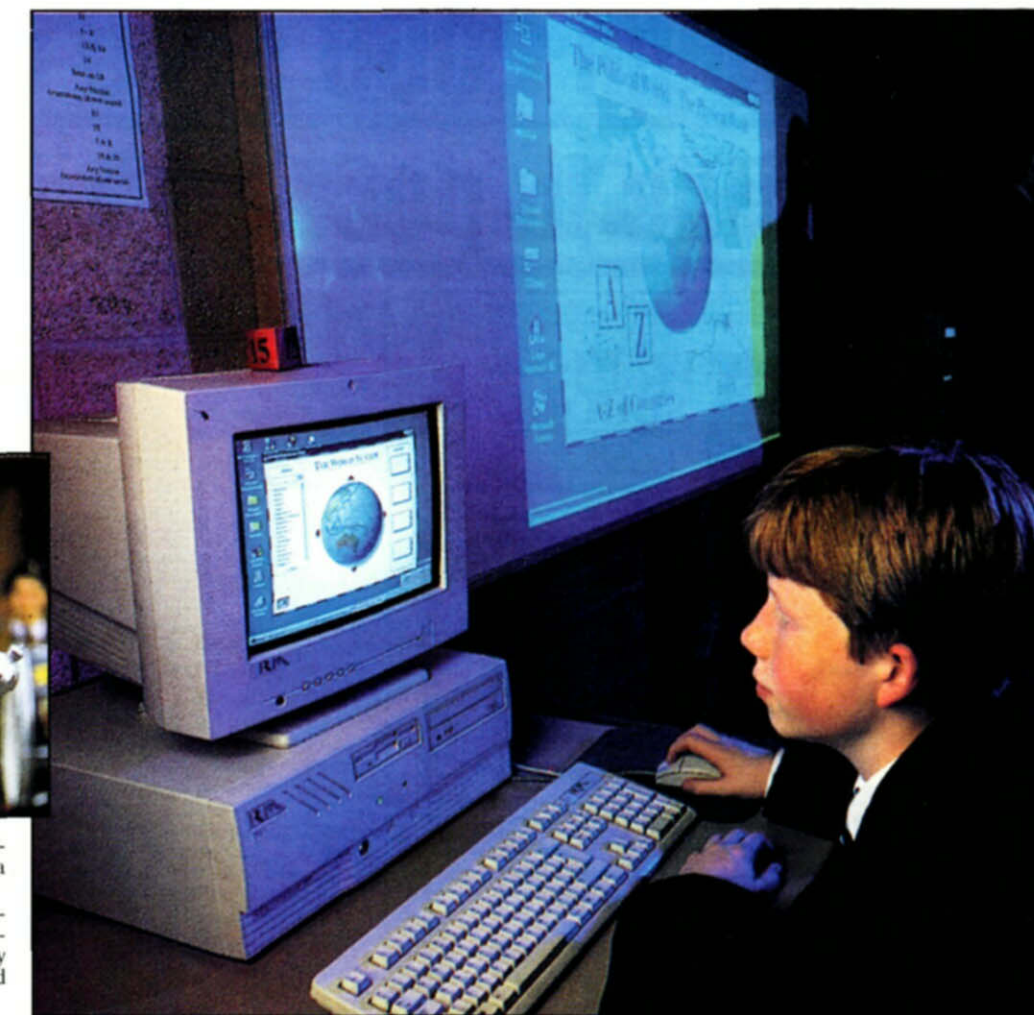
...EDUCATION FOR THE NEW CENTURY

A Navy News Advertising Feature

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SPIRIT OF ADVENTURE AT WELLINGTON SCHOOL



Examples of Wellington School's blend of traditional and modern – the IT suite which was opened 18 months ago and the Corps of Drums established in 1913.

● Pupils of Wellington School, surrounded by an area of great, and often rugged, natural beauty, are offered a wide range of adventurous training pursuits. Meanwhile (below right) the school's academic facilities include 12 spacious science laboratories.

Rose Hill is one of the world's top 500 for prep

ROSE HILL, one of the top 500 prep schools in the world, offers all its clients an exceptional quality of service, both educationally and pastorally.

The school is also a market leader in hotel boarding, a service the children and their parents have been enjoying there for nearly a decade.

Rose Hill is fully co-educational and offers true equality of opportunity to all its students, in a glorious Cotswolds setting.

The school prides itself on the essential happiness of its young people, on the determined quality of the academic challenge in the classrooms, the glory of its music, and on the keen competitive spirit shown by the children on the games field.

Happiness, academic rigour and keenness of

spirit are virtues that have led Rose Hill forward to sporting victory and examination success.

Fifty-eight per cent of sixth formers from Rose Hill won honours awards for their public schools last year, and there was 100 per cent first-choice success at Common Entrance for the tenth year running.

For all those reasons, as much as for the charming attentiveness and courtesy of its students, Rose Hill has become one of the most popular and successful prep schools in the West Country. And with so many busy, happy boarders the school is now the most successful boarding prep school in Gloucestershire.

Parents of prospective pupils are welcome to visit, and should call Richard Lyne-Pirkis on 01453 843196.

Catering for individual needs

WENTWORTH College sees itself as being unique in East Dorset for its successful mix of day girls and boarders.

About 60 per cent of the pupils are day girls, but flexi-boarding and supervised homework sessions are popular when work or family commitments keep parents away from home for short periods.

With its small class sizes and friendly atmosphere, Wentworth specialises in offering individual opportunities to girls with individual needs. That means whatever a pupil's strengths or weaknesses, there's always professional help on hand to encourage her.

All girls aged from 11 to 18 can take part in an exciting range of clubs and activities from art to volleyball. Wentworth's outdoor education department takes full advantage of its seaside

location, with canoeing in Christchurch harbour, and sailing in the school's boat, Challenger.

Local girls often choose to board in their senior years to make the most of the live-in learning facilities, and members of the sixth form have their own study bedrooms.

Generous scholarships, worth up to 50 per cent of day or boarding fees, are available each September for girls wishing to join Wentworth and who can demonstrate particular strengths in art, music, sport or the performing arts – or all-round academic ability.

It is not only high-fliers who thrive at Wentworth. Headmistress Sandra Coe said: "Every girl is encouraged to have high expectations – whatever her abilities. We offer small

tutor groups and provide a friendly atmosphere of encouragement and motivation.

"Our goal is to help each pupil to fulfil her potential." Each year more than 95 per cent of Wentworth's leavers go on to higher education.

At least twice a year Wentworth invites potential pupils from primary and prep schools to an Adventure Sunday, preceded by an opportunity to acquire a 'taste for boarding' the night before. These popular events have proved to be an excellent way of getting to know one another and easing the transition to senior school.

Wentworth College is an inter-denominational community and each school day begins with an assembly.

For further information, contact Mrs Heather Lynn.

Wellington School Corps of Drums was formed as long ago as 1913 and has operated continuously since. It performs at all major school events and is much in demand at local fetes and carnivals as well as playing a major role in the town's Remembrance ceremony.

The band has a repertoire of displays involving manoeuvres modelled on the Royal Marines and other Service bands. At present there are 45 students aged 13-18 in the Corps of Drums.

The cadet NCOs do much of the training, and there is keen competition to reach the role of Drum Major. This is excellent training in both musicianship and precision drill, and is a valued part of both CCF and school life.

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Curriculum 2000 aims to raise standards in post-16 education

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"The teachers help us become more mature, and to respect others opinions. They are all so very helpful here".

Over £2 million has been spent over the last 5 years on a structured development programme including boarding accommodation with en-suite facilities.

You will be warmly welcomed when you visit the School. Please contact Lesley Cunningham.

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Trinity School is a charitable institute for the education of children
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THERE ARE many changes in education for children of all ages, and the 16-19 age range is no exception.

Education Secretary David Blunkett has set out priorities for the post-16 sector of raising standards, widening participation and meeting the skills challenge.

This has led to the development of new specifications for AS, A-levels and a revised GNVQ programme, with a new Key Skills qualification.

The aims of Curriculum 2000, as it has become known, are to raise standards, encourage advanced level students to pursue broader and more demanding programmes of study and provide a framework that offers increased choice and flexibility.

The new advanced subsidiary levels will be equivalent to 50 per cent of a full A-level and will be valued as such.

The new Advanced Extension papers are designed for very able students and will be more difficult than the old A-levels, while the new GNVQs will include a single award designed to be equivalent to one

GCE A-level.

Key Skills covers communication, information technology and the application of numbers.

It is hoped that the new qualifications will widen levels of participation, retention and achievement, with greater flexibility and breadth.

The proposals are intended to bridge the academic/vocational divide, with greater equivalence between GNVQs and A-levels. Students will be able to study a broader curriculum and have much more choice of courses. The following are examples of how post-16 programmes might develop:

Year 12 - four AS levels, Key Skills, tutorial, sport and careers guidance.

Year 13 - three A2, A-level general studies, Key Skills, tutorial, sport and careers guidance.

Mixed A-level and GNVQ programme:

Two A-levels (English Literature, Religious Studies).

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Three-unit Advanced GNVQ - business.

Key Skills qualification.

More details on Curriculum 2000 can be gained from SCE(UK), Trenchard Lines, Upavon, Pewsey, SN9 6BE (tel. 01980 618247 or Mil. 94344 8244).

Meoncross School

FOUNDED in 1953, this Fareham school has a reputation for high standards within a supportive, caring environment where both individual responsibility and corporate duty are stressed.

An independent, co-educational with about 440 pupils, the age ranges are from 2 years six months to Year 11. A recent OFSTED report on the kindergarten was positive and encouraging, with particular praise for the family atmosphere.

Academic success is achieved by the naturally gifted as well as those who need to work particularly hard. The curriculum at all levels is challenging and stimulating with the aim of maturing and encouraging pupils of all abilities.

Kelly College

ONE OF THE leading schools in the South West, Kelly College near Chichester provides a high-quality, well-balanced education, enjoying an established reputation for good academic results and for its cultural and sporting achievements.

Each year over 95 per cent of sixth-form leavers are able to proceed to university or tertiary education, and A-level results last year were the best ever, with a pass rate of over 98 per cent.

A co-educational secondary school of about 350 pupils aged 11-18, Kelly College offers all the facilities of a larger school. Weekly and day boarders are welcome.

Newlands School

NEWLANDS School, Seaford, East Sussex, opened its new development at Newlands Manor - the senior school in a family of schools on the same 21-acre campus - in September.

The schools offer education for children from 2 years six months to 18. Small classes and a deep commitment to individual development ensure that each pupil reaches their full potential.

Examples of high standards of academic success are GCSE results which saw 73 per cent attaining A-C grades, and all pupils reaching Level 4 or above in Key Stage 2 science.

Boundary Oak School

A FLOURISHING independent school on the outskirts of Fareham, Hampshire, Boundary Oak is planning to mark the new millennium with a new, purpose-built nursery.

This co-educational school offers places for children aged from three to 13. The new nursery, an attractive, oak-framed building on the site of the old art block, will cater for about 40 children.

Embley Park School

AN INDEPENDENT, co-educational charity, this school accommodates 250 senior boarders and day pupils and is set in its own 100-acre estate close to Southampton.

The new nursery and junior school is sited in Romsey, with plans to move to the senior school site. The 150 children range from two years nine months to 11.

An IQ of 100-plus on intake, small classes and 144 per cent 'value added' at GCSE, bring exam results beyond expectations.

St Petroc's School

THIS BUDE school has strong links with the Naval base at Devonport and HMS Raleigh at Torpoint, and has looked after many children of Naval families in the boarding unit.

Following a curriculum which the school describes as 'National Curriculum Plus', the majority of children learn French, German and Latin. Major sporting games are coached and played to a high standard, and regular activities include gymnastics, pottery, tennis, stone-painting, modelling, astronomy and radio-building.

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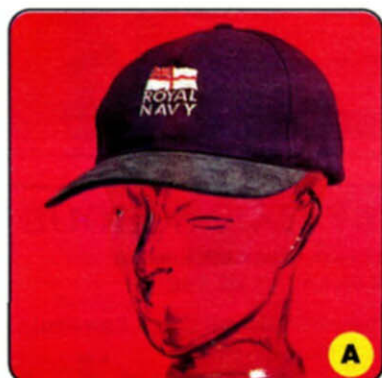
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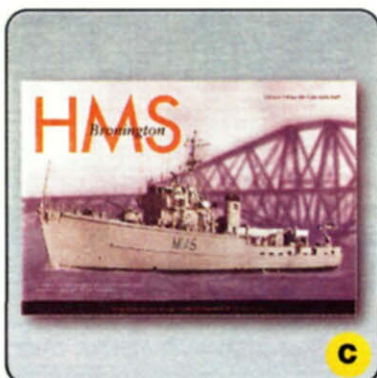
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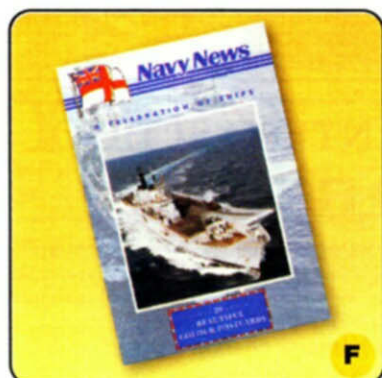
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